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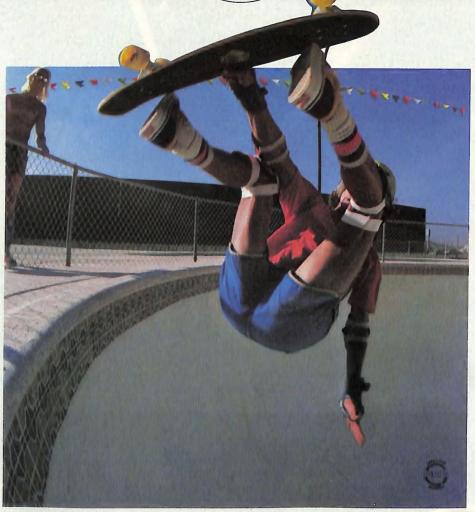
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Rick Blackhart, exhibiting the finer nuances of blind commitment on the edge of Lakewood. Photo: James Cassimus

## The Best

## **AKRON**

Freeformer World's Professional Speed Championships July 1st & 2nd, 1978, Derby Downs, Akron, Ohio

## GIANT SLALOM

1st Henry Hester on PARK RIDER WHEELS on PARK RIDER WHEELS on PARK RIDER WHEELS on PARK RIDER WHEELS

## STANDING SPEED RUN

1st John Hutsonon PARK RIDER WHEELS2nd Bob Skoldbergon PARK RIDER WHEELS3rd John Krisikon PARK RIDER WHEELS

## SIGNAL HILL

June 11, 1978, Signal Hill, California

1st John Hutson on PARK RIDER WHEELS 2nd Mike Goldman on PARK RIDER WHEELS 3rd Bob Skoldberg on PARK RIDER WHEELS

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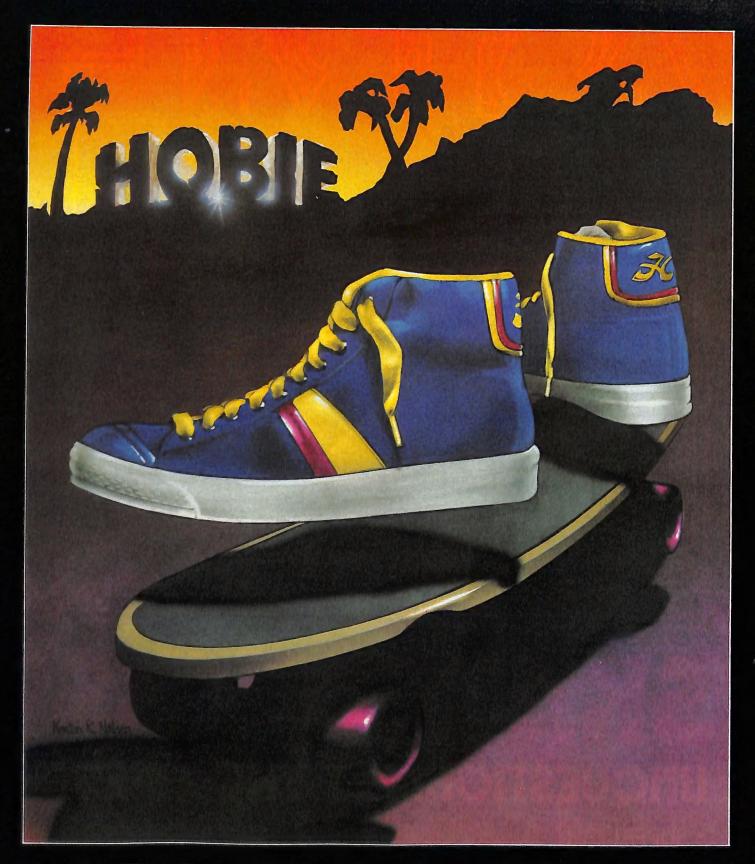
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TAIL	į					i.	ı		ĺ.								٠	ı		6.3"
WEIGHT	I								٠								١	ı		2.5 lbs

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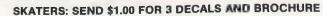


Maybe last time you rode your favorite park things didn't go right. Other guys were getting air and grinding while you struggled to hit the coping. Naturally, you got bummed. Are the hot guys that much better, or is your equipment funkdog? If you want to get RAD, you need the right tools. If your wheels are semi-prehistoric there is NO WAY you're going to really blaze!

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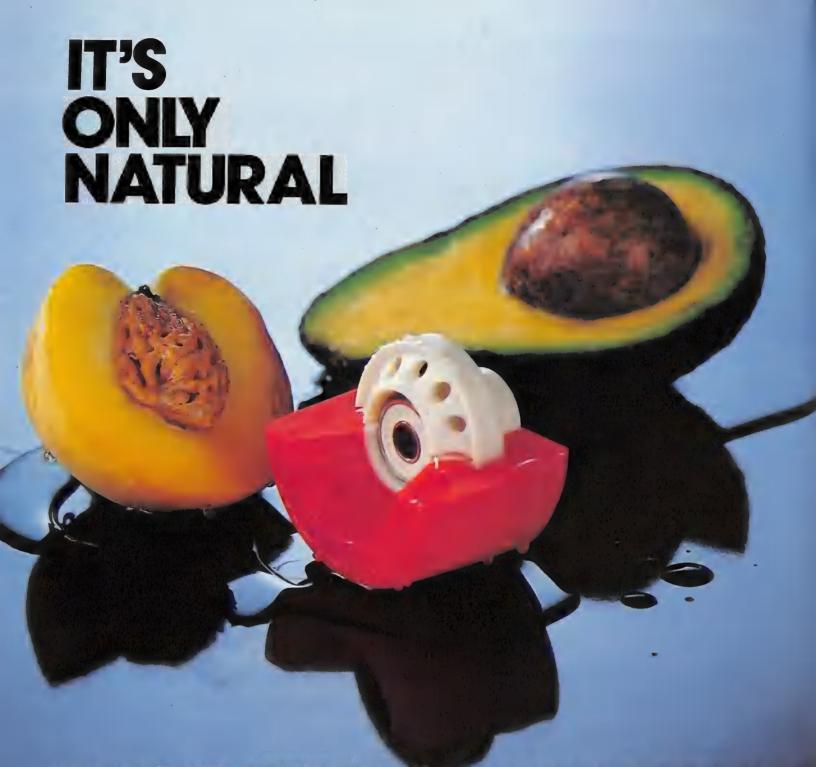
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## SKATE POST

### **BLAST-OFF FROM THE PAST**

This is Orville Wright's ghost speaking. I was just floating around visiting my old landmark in Kitty Hawk, North Carolina, where my brother and I made history when I noticed some young men "catching air" (as they so aptly put it) in a nearby skateboard park. A most amazing sport this skateboarding is! The young lads were attaining quite remarkable heights in the atmosphere above a spot they call the "Peach Bowl." I was very impressed with them and this sport - I wish I could have pursued it when I was a mortal! Maybe I can arrange to be reincarnated ... I'll have to look into that.

- O. Wright, Heaven.

### **COMIC RELIEF**

Hi, my name is Sally. Maybe you've heard of me. I sometimes appear in the "Peanuts" comic strip. I'm just writing to tell you that my boyfriend, Linus, is pulling off extreme backside aerials out of the neighborhood pool. And Lucy is getting outrageously long coping rides, while I'm dwelling mainly on frontside aerials and roll-outs. But the rabid of us has got to be Snoopy's tail-block-slideinto a tail-pivoting-roll-out-360-into a kick-flip on vert on the way down. A true stoker to behold, and not bad for a dog. My blockhead brother, Charlie, is simply doing freestyle at the bottom of the pool, and he really gets in the way. Pigpen has a dirt board which he rides off the pitcher's mound.

- Sally Brown, Anytown, USA

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### PARK POST

At the end of July, New Orleans' only skateboard park will be torn down to make room for a fast food place. When this occurs, the nearest skatepark will be over 50 miles away. The developers have lost a great deal of money on the park and they feel this new venture will be able to make them some money to recover their losses. It is sad that this destruction is an issue of money; but the real reason is lack of support from the local skaters. In its beginning, the park was always packed; but today, it is virtually empty except for the real hardcore skaters. It's true that the design wasn't that great, but after a year only a very few have the park totally wired. Soon it will be gone and skateboarding will be just a passing fad in New Orleans. I would like you to publish this letter to impress on your readers that their support of their local park can keep them from finding themselves in the same predicament we're in - parkless.

## — The Great Southern Crew, New Orleans, LA

Recently in your May Issue you put National Skatepark of Lake City, GA, in your Skateparks article. You said, "although obviously lacking in vertical walls, etc." Well, now we have a 4' vertical ramp and they just opened a keyhole pool. They even have a water slide across the parking lot and will have regular Wednesday amateur contests and Thursday pool contests. Other parks in Georgia include Nova, Concrete Challenge, Odyssey, Southeastern and possibly a park near Lake Allatoona.

— Steve Wingate, College Park, GA "Thanks for letting us know. Georgia skaters will be stoked." — S.M.

## ... AND NEVER THE TWAIN SHALL MEET

I'm sick and tired of hearing about the East and West coasts. You know, some of us guys in Illinois are really hot, too. Why don't you send some of your photographers to the Rainbo Skateboard Park in Chicago; after all, we got the only Skateball Ramp in the USA. So all of you kids on the East and West coasts better watch out for us kids in Illinois. I have photos to prove my points.

- Randy Braden, Roselle, IL.

"Send 'em in! Color slides or blackand-white negatives plus contact sheets would do nicely." —S.M.

East coast, West coast . . . what about the Midwest coast? That's right, the Midwest coast! People skate hard out here along the shores of Lake Michigan, too. I live in the city of Sheboygan in Wisconsin, about 50 miles north of Milwaukee. We're heavily into skating. In fact, our first park will be finished by late July which will be the first park for skating in Wisconsin. So far, though, it looks pretty mellow — no vert. What a bum-



## 'My name is Kevin Reed. I do this for a living."



Kevin Reed, the professional rider, skates exclusively on Haut Lamaflex skateboards. Watch him in a soon-to-be-released motion picture about skateboarding. He's featured in it.

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mer! My friends and I have been skating for over 2 years and have wired almost every freestyle trick there is. There are so many hot unknown skaters in the Midwest, it's pitiful!

- Kyle Koberna, Sheboygan, WI.

Man, just listen to all those people writing in to complain that they have no place to skate and that the nearest skatepark is too far away. Get this, all we have to skate is a 15'-high polycarbonate half-pipe which is 3 blocks from my house. The nearest empty pool is in my back yard and it's only 10' deep. You think that's bad, the nearest skatepark is about 10 miles away. Yeah, there's plenty of good empty pools around here, but the owners don't even care if you ride them. And there's never any cops around to bust you. So that takes all the challenge and excitement out of pool riding. So why even ride these pools? What can I do? HELP!

- A.J., Pebble Beach, CA.

"Cheer up, things could be worse. For example, you might be a poor pro who has to accept all that free equipment and then get paid for riding on it, to boot! Those guys really have a tough life." — S.M.

## DOUBLE YOUR WHEELS, DOUBLE YOUR FUN

I think your mag is the hottest except for the fact that you hardly ever have any pictures of radical guys on skates. Few know that skates are as radical, if not more so, than skateboards. I think you should print more stuff on skates. The last thing you printed about skates was the picture of Spiderman about 6 issues ago, and that wasn't enough!

 A semi-radical skater in Morgans Gulch, CA.

"Hang in there, we're working on it. We plan a feature on roller skating for the November issue. (By the way, you're right, roller skaters are doing some pretty radical things!)"—S.M.

### HURRAH FOR BIG H

I just want to say that your coverage of the Hester Pro Bowl really got me stoked. Also, I wish you could get some coverage here in Japan. We have a few skateparks and a lot of radical skaters. I dig the Mellow Cat.

- Steve Ullius, Tokyo, Japan

I'm an up North skater and I live in Alturas, CA. I'm getting totally tired of skating around here, so the only way I've found to keep in practice is if I have a contest scheduled in the upcoming month. Well, I've run out of contests and I'm getting out of practice. Could you give me the address of anybody who could supply me with dates and places of upcoming contests?

— Thank you, Greg Nolen, Alturas, CA. P.S. Don't hesitate if there is a pool or bowl contest. And don't try to find Alturas on the map — it's pretty hard!

"You should check out our Competition

## **3 GREAT TRUCKS!**





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## Our Tough as Nails Urethane Finish...



At TAPERFLEX we protect the wood! Our exclusive Dipped and Baked-On high-solids urethane finish was initially developed to protect our Water Skis from the harsh realities of life on Lakes and in the Seas. Even an impact that would dent the wood underneath is unlikely to chip this amazing finish.

## The latest WIDE-DECK Kick-Tail design...

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The HOT STREAKS are produced in your choice of beautiful White Ash or White Ash with Exotic-Inlaid wood tops. We make them in 27" and 30" lengths. But the best thing about the HOT STREAKS by TAPERFLEX is taking them for a ride. The HOT STREAKS with the Bumper-Band by TAPERFLEX are a Hot Idea—and others soon try to copy Hot Ideas. But if it doesn't have the yellow Bumper-Band with a red Streak—it's not a HOT STREAK by TAPERFLEX.



## Sea I brary Sheet

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Briefs section of each issue; also, contact the I.S.A. at 711 W. 17th St. #E-7, Costa Mesa, CA, 92627 or call (714) 646-0258."—S.M.

I would like to know how to make a skateboard team or how I can join one.

— Jose Rodriguez, Miami, FL.

"Check with your local skate and/or surf shops for possible sponsorship. If you want to do it on your own, you might ask any city youth recreation programs, such as the Y.M.C.A., the Scouts or your school recreation department, for suggestions on organizing your own team." — S.M.

In the April SKATEBOARDER someone suggested you do an evaluation of all the boards on the market. It sounds like a really good idea. Are you ever going to do it?

- D.Y., Anchorage, AK.

"Yes, we are. Starting with our next issue, we're replacing the Equipment Update with an equipment evaluation section which will deal with testing of all types of skate paraphernalia as well as including suggestions on maintenance of your equipment. Watch for it."—S.M.

### WHAT'S IN A NAME?

Does Tom Inouye have a brother named Wally?

- Don Roberts, Monterey Park, CA.

"Tom's nickname is Wally . . . and everybody knows there's only one Wally!" — S.M.

### INTERNATIONAL POST

I am a skateboard baby. My name is Peter Andersson and I come from Sweden. A very wonderful country. I think thanks for the SKATEBOARDER, it's a very good paper. Now I have come to the end. Thank one more. Good bye.

 Peter Andersson, Hudiksvall, Sweden

It was good to see Peter Boronsky ripping in your April issue; things are getting hot way down here in Godzone and Boronsky is just one of the many. We've heard of his "jump on elevator drop" and it would be cool to see a sequence of this. Most of our vert riding is done on wood and we have some good pieces of work. We don't need Alva Skates to terrorize, but they sure do help!

- Animal, Wellington, New Zealand

My father is in the military and I have lived in Spain for 3 years. I have toured Europe and noticed some really hot skaters at the military bases throughout Europe. My friends and I think that if any pros tour Europe this coming year, they should stop off at some of the military bases and get stoked!

 Steven Powers, Torrejon A.F.B., Madrid, Spain

P.S. The Spanish skateboards are a disgrace!

## HARBOUR INTRODUCES THE 12-LIGHTS

HARBOUR, the innovator of "wide boards", is now making two dynamic, new shapes ... 12-LIGHT 28 and 12-LIGHT 30. Only 12mm thick, 12-LIGHTS are made on our own hydraulic press with 12 laminations of birch hardwood.

12-LIGHTS are proportionally wider, thinner, and lighter than our other boards. This gives you a lower center-of-gravity plus the freedom of a lightweight board. The 12-LIGHT is a board designed for the

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## SKATE TIPS

## THE VERTICAL LIP SLIDE

by Stacy Peralta

One way to learn new maneuvers on vertical is to first try them on a banked wall or incline. This usually makes learning a bit easier, you understand the maneuver better and, of course, the falls are less severe. Most vertical maneuvers done today were pioneered on banks.

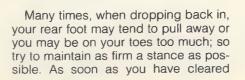
The basic way to do a lip slide in a bowl is to start your ride with a frontside one-wheeler on the edge. After you start edging out and you're feeling pretty stable, try lightly throwing your back wheels over the lip. This is probably the most critical part of the maneuver because your board generally tends to slide out — that's why I stress throwing it lightly. When you're doing this, throw your arms up at the same time, gently unweight your board and let it slap down and slide on the lip. While your board is sliding, the middle parts of your feet are usually on the outer edges of your board. As soon as the slide ends and you're ready to reenter, your body should have caught up with your board and you should be directly on top once again. At that point, be careful to prevent your trucks from hanging up. Most of your weight should be on your front foot and your back foot basically should be guiding the board around.

















your trucks and your board is on its way down you should be back in full control and ready to attack the other lip. Get on it!







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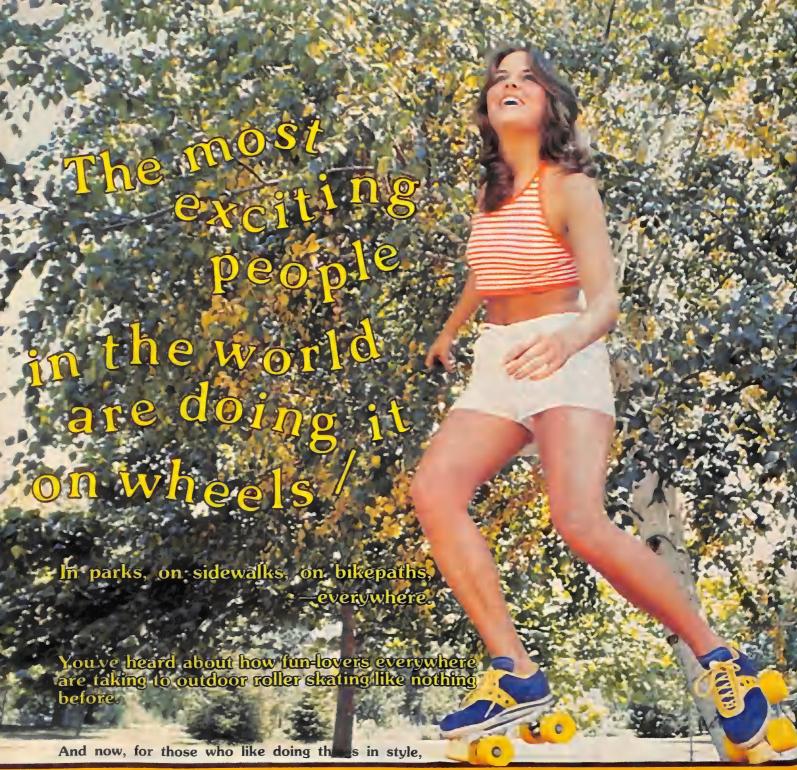


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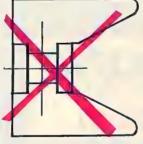
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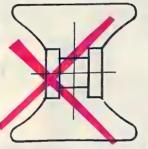
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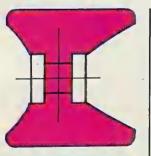
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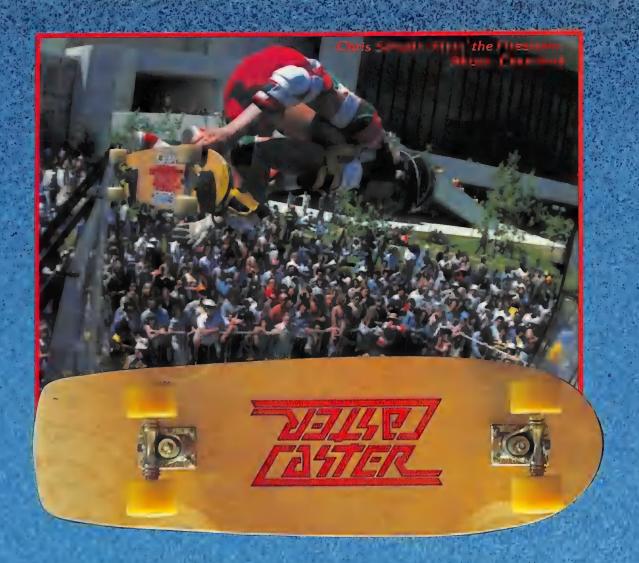






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# SKATE SAFE

#### **TIPS ON GRIP**

#### by Curtis Hesselgrave

Traction is essential in board control. The better the adhesion between your feet and the deck of your board, the more control you'll have. As soon as your feet begin to slip and slide around, your muscles tense up and try to "hold" the board under you. When this happens, a bail-out usually follows. A good, grippy surface on your skateboard deck helps to eliminate foot-slipping problems.

In a few cases, however, riders may actually need to have parts of their deck fairly slippery. Most notably, freestylists often leave an area in the center of their deck slick to facilitate maneuvers such as toe spins. But most skaters find that the more grip they have, the better they ride.

A little over a year ago, most boards were sold without grip surface on the decks. Skaters bought grip tape, which was commonly available in 1", 2" or 3" widths. Since the tape was expensive, people only used small patches, just enough to provide some hold. Maybe one or two pieces down the center of the board was all you'd see. Then certain team skaters, who had team supplies to draw from, began to make full grip decks. They'd put the tape on with the edges sticking out all over and use a flat file to trim the tape perfectly to



Doug Schneider, early advocate of the resin/sand grip deck.

the outline of the board. It wasn't long before manufacturers began supplying die-cut grip tape with their boards. Today, you see very few quality boards sold without tape.

But grip tape wears out, usually long before the board does. It doesn't happen overnight; it slowly wears from friction with your shoes and from the board sliding upside-down across the pavement. Tape usually stays grippy for about a month of hard riding, then it starts to wear down. When your tape gets worn you can either replace it entirely or stick patches of new tape on over the old. The new tape will usually stick pretty well, as long as the old tape is clean when you apply the new. Be sure to round the corners of your patches before putting them on so that they won't pull up too easily.

In their search for a toothier grip sur-



Kevin ("Worm") Anderson, testing the limits of his "Worm deck." (Yes, he made it!)

face (grip tape having the grit of 50-weight sandpaper) some riders are using 20-grit industrial floor finishing sandpaper attached to their boards with double-backed tape. This stuff works well, but it's hard to find (hardware stores don't carry it). Having been first discovered by Kevin "the Worm" Anderson, it is universally called "Worm deck." Another gripping innovation came from Rick Howell of Ick Sticks. His Ick decks

are made from polyester resin and cavasil. This surface is probably the grippiest possible, looking like a mountain range on the surface of the board. ½"-high resin peaks with sharp points cover the board: Great for grip, but don't catch it in the leg! Ouch!

Another way of getting more grip on your board is to make a sand deck. Sand decks are easy to make, last forever and are clear so that any artwork

on the deck of your board shows through. They are simple to construct from materials available everywhere. First, a list of materials. You can get these at most hardware stores and all marine hardware stores. Check your general store, first, as marine stores tend to be a bit more expensive. You'll have enough materials from your first buy to do a number of decks, so don't be put off by the initial expense.

1 quart finishing resin (polyester resin)

 3 oz. bottle MEK Peroxide Catalyst (or whatever size is available)

1 pint Acetone (for clean-up)

16-grit silica sand

½" wide masking tape

3 oz. Dixie cups

empty coffee can (for clean-up)

 2" natural bristle brush (the cheapest you can find)

clean popsicle sticks

paper towels

 small empty cardboard box with top flaps tucked in

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It's best to work with resin in a well-ventilated area that's not in direct sunlight. Temperature should be between 70-85° — below 70°, the resin set-up is slow; below 60° it won't set at all.

Step 1.

Lay down your newspaper and put the box in the center for a rack. Tape off the edges of your board so the resin won't get on them. Also, plug the truck bolt holes so that they don't fill up with resin.

Step 2

Mix the resin in a Dixie cup with the popsicle stick according to the directions on the can. (Usually, if you fill the cup with resin you should put in about enough catalyst to cover a quarter.) Paint a layer of resin on the top of your board. Don't make it too thick, just make sure it's wet everywhere.

Step 3.

Sprinkle the sand evenly over the board, checking to see that there are no spots missed. Put extra sand wherever you need extra grip. Leave to dry overnight.

Step 4.

Use Acetone to clean up. Be especially sure to get the brush really clean or it will turn into a rock! Be careful to keep the Acetone off your skin; if any of it gets on you, wash it off thoroughly and immediately.

Step 5.

The next day, brush off any sand that isn't stuck down and paint another thin layer of resin over the whole deck.

Step 6.

When your second coat has dried, peel off the tape on the rails, unplug holes, mount your trucks and skate ... safe!

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## HESTER/ISA #4

# SHOWDOWN AT THE BIG



#### by Curtis Hesselgrave

This now-legendary series finished its run at a brand new park in Orange, California, named the Big "O". This park had not even been opened to the public at the time of the contest. The owners gave all registered contestants a week of practice prior to the event.

The weather was hot. On Saturday temperatures reached 102°. But it

wasn't only the sun that burned the concrete those two days: A field of 62 skaters, many of them competing in the Hester series for the first time, blazed the pools, laying down lines for future riders to follow. The main pool in the park is capsule-shaped with the entrance on the center of the south side. Just behind the capsule is a small

keyhole pool. The action flowed in both.

The judges and crowd ringed the capsule pool where the competition took place and the skaters used the keyhole for practice. The skating was hot and heavy. Walking through the pits, one is struck by how much the equipment has changed during this series. Back in March, at Spring Valley,







Northern California's Bryan Buck, on his way to winning the one-wheelers event.



Scott Dunlap, always dynamic and unique.



Howard Hood, who came on strong towards the end of the series, executes his own version of the straight-arm aerial.



Smooth double play, Ayres and Jetton.

Steve Alba, seeking guidance or fearing retribution?



dez, Rick Blackhart, Steve Alba and Steve Olson.

Sunday's first event was a new one—Airbornes (who could get the highest out of the pool and make it). The heavy favorites were George Orton, who established a fine reputation in Paramount's 17' bowl, and Bobby Valdez, with his Newark-perfected coping-grab technique. Orton edged Valdez by ½", flying out at 2'4", and took home \$100 for his efforts.

Next up was the doubles event, with both heats run back-to-back. The top 4 teams went into a run-off, Gregg Ayres and Tony Jetton winning with a flawless routine of sychronized cess slides, nose 360's and air with plenty of coping-grinding in between. Behind them by just 1 point were Frank Blood and George Orton, whose energy- and air-filled routine was marred by a fall. In third were Steve Alba and Scott Dunlap, back together for the first time since Upland. Fourth were San Diego newcomers, Jeff Tatum and Art Mingeaud.

The challenge round of the singles had lots of great skating but most consistent were Olson, Alba, Valdez and Bowman. Following them were Blood, Hood, Blackhart and Kimbel. During this round Tim Marting took a bad fall;



George Orton, power-popping the lip. Not surprisingly, George took the aerial event.

Doug De Montmorency made an impressive pro debut at the Big "O," placing 3rd in the one-wheeler event.





Surdout A Surdou

Olson, catching air and 1st place in the series.

although he felt o.k. afterwards, he wisely wisely withdrew from the rest of the event.

In the quarter-finals, the skating began to heat up. The riders were starting to get the pool wired. Bowman and Olson were throwing slides at will and at full speed; everywhere Kimbel was doing incredible 2-wheel edger carves. Alba had consistent flawless grinders, edgers and tail-blockers going. Blood was 2-wheel tail-block carving, Blackhart was speeding and Hood and Valdez were flying. When the dust had settled, Alba, Bowman, Olson and Kimbel (in that order) were left.

In the semi's it was Olson and Alba who stood out, with Bowman placing third and Kimbel fourth. Then, once again, here we were at the finals. Facing each other were the winner of the first event (at Spring Valley) and the man who was leading in overall points.

It was Alba's day. His energy continued unabated throughout the final rounds. He precisely demonstrated his pool-riding skill. Olson had 1 brilliant run and 2 which were good — but not good enough. So Steve Alba took the honors.

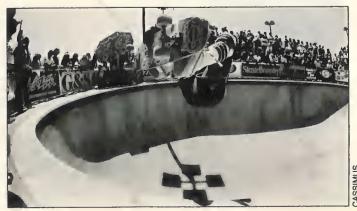
Steve Olson finished the series with top total points, winning the \$1,000 and trip to Hawaii sponsored by 360 Sportswear. Although he never came in



Weed, whipping the lip. Despite recent injuries, Mike put in a strong showing, placing 6th overall in the series.

Frank Blood, laying out one of the most amazing aerials in the competition.



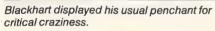


SSIMUS











Valdez, flying into the #2 spot in the aerial event.







Big H.

# HENRY HESTER ON THE SERIES

#### Intention

My original motivation was, for one thing, to do some work and to set standards for bowlriding. The bowl riders were crying about not getting enough attention from the ISA so we gave them the first ISA series — Bowlriding.

#### **Problems**

The biggest problem for me was the specators. Not being a professional promoter, I didn't have the expertise in handling the masses. Another problem was free passes and who got them. Half of the people in the stands were friends of mine and it was hard to make everyone pay. In the last few contests I gave it to the ISA to control. That was an easy out for me!

#### Lessons

We learned about workable heat systems (the last was not the best). We now have about eight trained judges for pro bowlriding and they all learned on the job. Personally, I learned more about business and official things. I also learned about money . . . and who the weasels are (and they are out there).

#### Finances

I made money in all of the four contests. Spring Valley entailed about three weeks of solid work and I made about \$200. Upland was a lot of work, too, and I feel I made the least amount for the work-\$200. Newark required one full month of eight-hour days in the making; with the ISA helping me, I did alright -\$800. The Big "O" was the least amount of work and I did pretty well - mostly because of the increased entries at \$50/each. I made about \$1,200 on that one. Considering the work involved, the last contest was about where it should have been all the way.

#### Future Plans

I'd like to do seasonal series — slalom in the Fall, bowlriding in the Spring and let Peter (Camann) have the Summer in Colorado. Look for slalom, though.

#### Evaluation

Personally, for me, the contest series was a *total* success. I started off with four contests in mind; somehow, I pulled them all off. One of the main objectives was to show the public what the bowl riders can do in real life. Another objective was to experiment with vertical competition.

Obviously, there are a few people to thank: Diana Line at the ISA for all the administrative work; Bob Skoldberg for his aggressive attitude; Curtis Hesselgrave for sharing his personal interest in bowl and pool riding; Tony Alva for inventing the heat system (which turned out to be the best); Hunter Joslin, who sacrificed his voice once a month; and thanks to Mr. Alba, Mr. Valdez and Mr. Blood, who all helped with the kids. Two last final thanks go to Ron Wall of the "O" and Don Hoffman of The Pipeline - both are hard workersl

## STEVE OLSON ON THE SERIES

#### **On Winning**

I've been skating in pools for a long time, but I didn't skate everywhere — I was never where the magazines were! I just think that if you can go to one place and do good, you should be able to go everywhere and do good — adapt to every spot. It's my mental attitude. Plus, I've been skating a lot of places, different pools, different parks and stuff; I was never stuck in one park like those resident pro guys. That can ruin your skating.

#### Contest Strategy

I just went out there and tried to be different from everyone else, show them new tricks, just skate well. Of course, I didn't skate too well at the Big "O" contest. The second day, in the finals, I skated really bad. If I had skated well, I could have won. I was too tired.

# Attitude On Competition

I don't concentrate on the contest ... I concentrate on my skating. I can still mess around at a contest; I don't take it as seriously as most of the guys. Maybe it's because I've been competing for such a long time — since I was five. Not skate-boarding, but different types of competitions like surfing, swimming — all sorts of athletics. I have a lot of fun at competitions. I think they're a good thing.

#### Problems With Series

Henry was in too big a rush to get things over with and the contestants suffered for it. He sometimes changed his mind in mid-stream . . . like, at the Newark contest, I was tied for fourth and they brought in the third run instead of bringing in the high and low [scores] from the two good runs. [Steve was then dropped down to fifth in the bowl freestyle.] The judging wasn't bad; they made



"Coach" Krisik and Steve.

some mistakes, but they can't be perfect.

#### Positive Aspects

The nightlife was better than the contests! (Laughter.) It differed at every contest. The side events, like the one-wheelers and carves, ran pretty well. I think it's an alright idea, the first bowlriding contest.

#### **Best Contest**

Upland, I thought, was the best. The judging was fair, the atmosphere was right, it was cool out, everyone was having a good time and the contest ran smoothly. Henry didn't go through any of his changes during that contest. That was the best contest overall.

#### Overall Evaluation

Other slalom racers said it took a slalom racer to put the first real pool

contest on. If I could get people to back me, I could run a better contest. I wouldn't be the promoter, but I could use my name and use any other bowlriders' names and they'd run as good. But it *did* take a lot of nerve to put the first one on. It could have failed, but it didn't. I think it was alright. The next ones will be better, I hope.

#### **Future Plans**

I'm just going to keep on skating in some of the contests — not all of them, just some of them. Some contests, they want \$100 to enter and the prize money is only \$1,000. They get, say, 86 entrants and they'll make more money than the skaters; I don't think that's right, either. You go out there and almost kill yourself...

I'd like to thank John Krisik and my brother. My brother started me skateboarding and Krisik let me do what I wanted; he's a good sponsor—he's kind of like a manager. He got me where I am in professionalism.



Rodney Jesse, typically mean move.

# SERIES Final Results

Men's Division	Spring Valley	•	Newark	_	Total
1. Steve Olson	75	65	55	85	280
2. Steve Alba	100	25	25	100	250
3. Rick Blackhart	25	25	85	50	185
4. Scott Dunlap	65	75	15	25	180
4. Bobby Valdez	15	25	100	40	180
5. Howard Hood	15	15	65	55	150
Mike Weed	85	25		25	135
7. Brad Bowman	15	25	15	75	130
Curt Kimbel		35	25	65	125
9. Tay Hunt	15	100			115
10. Kirk Talbot	25	45	25	15	110
Women's Division					
1. Leilani Kiyabu		_	100	85	185
2. Teri Lawrence				100	100
3. Kim Cespedes			85	_	85

first in any of the 4 events, his consistency in finishing in the top 5 in the bowl freestyle of each contest clinched it for him. Alba, with 2 firsts, came in second for the series.

The Hester series, in its elevation of the art of bowl-riding to new status, has influenced the sport with what seems to be an energetic new spirit. Skateboarding now has 3 major areas of competition - freestyle, slalom and bowlriding - with rules and workable systems for each. As in any sport, it is expected that both these aspects will evolve as necessary. But, for now, the tone is set and it's up to competitors and organizers to work together and harmonize for the benefit of all. This marks the end of an exciting and historically important series of events; but, judging by reactions and interest, it's only the beginning of what could become one of the most dynamic and valid spectator sports to arise in recent years. Thanks again to all involved!

#### RESULTS

#### **Doubles**

- 1. Ayers/Jetton
- 2. Blood/Orton
- 3. Alba/Dunlap
- 4. Mingeaud/Tatum
- 5. Fisher/Marting

#### **Bowlriding**

- 1. Steve Alba
- 2. Steve Olson
- 3. Brad Bowman
- 4. Curt Kimbel
- 5. Howard Hood
- 6. Rick Blackhart
- 7. Frank Blood
- 8. Bobby Valdez
- 9. Scott Dunlap
- 10. Bryan Buck

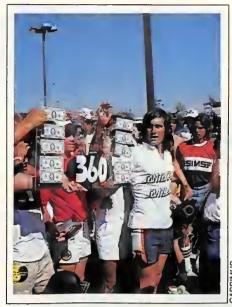
#### Women's Bowlriding

1. Teri Lawrence

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Α	ΗĽ	D	О	r	n	е	S

1. George Orton	28"
2. Bobby Valdez	27"
3. Jeff Tatum	24"/24"
4. Howard Hood	24"
5. Steve Alba/Frank Blood	23"

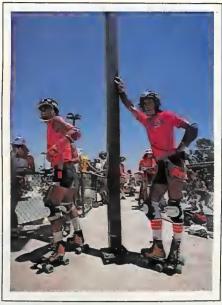
One-Wheelers	
1. Bryan Buck	32/49
2. Steve Alba	32/47
3. Doug De Montmorency	32/41
4. Alba, Atchison, Folmer,	
Tarango, Valdez	31
5. Chick, Marker	30



Olson poses with part of his prize — ten crisp, new \$100 bills, courtesy of 360 Sportswear. Steve's total winnings in the series amounted to \$1,937.50 plus a trip to Hawaii . . . not bad for a surf/skate dog from Seal Beach!



The judges — Ray Allen, Bob Skoldberg, Don Hoffman, (and hidden) David Fisher and Curtis Hesselgrave.



John Hawthorne and Fred Blood, rollerskate demo team.



John Sullivan, running down the order.

Rodd Saunders, a.k.a. "Rodriguez," Stacy



Very hot spectator cooling off.



Mr. Alba and Steve.

CASSIMUS

Third-place finisher in the series, Rick Blackhart, and spoils. Rick's comment: "Wanna buy a brand new, genuine Tunnel surfboard?"



Overview of the staging grounds — the Big "O's" capsule bowl.





SIMIS



# Rick Blackhart

## by Brian Gillogly

"I really wanted to see this guy ride!" True to form, T.A. had just jumped the fence into the spectators' area at the Hester-Upland pro. On the bleachers he rapped with a friend and wrenched his head upward, attempting to gaze above the crowd toward the bowl below. From beyond eye's view, a rider emerged, thrusting and flashing a long carve and quickly descending the steep face. Momentarily the skater reappeared, bolting upward again, this time popping out along the top and then radically diving his board back in. The crowd went berserk, signaling their obvious approval with wild screams and applause. T.A., too, seemed unusually pleased. Once more, Blackhart was right on target.

My own first encounter with the skating of Northern California's resident vertical terrorist, Rick Blackhart, was no less impressive. Both Doug Schneider and James Cassimus had been describing him as outrageous on the verge of unbelievable, and so an evening skate session was arranged to be followed by a brief interview for a Who's Hot. That took place over a year ago and the setting was, coincidentally, Upland. What came to the fore that







night was an all-or-nothing approach to bowl and pipe riding which I previously had never even conceived possible. Fakie (often free-falling) 360's in the pipe, crazed tail scrapers along the lip—this was almost too much for one sitting. "Perhaps," I thought then, "this new, high-performance terrain had finally met its match."

What also sticks out in my mind about that particular night was that I had trouble tracking Rick down after his last few runs. It seems he had taken off with a newfound lady friend (a classic case of first things first); thus, our discussion was almost indefinitely postponed. And so a year later I should not have been surprised when I experienced difficulty getting Rick down to Southern California and to a mutually agreeable locale for a full-fledged interview. As with his skating, Rick was characteristically uncalculating about his career - a trait which could ultimately be his downfall if he cared enough about such things. Yet, it was this same sense of abandon which made Rick the skater he is today and earned him the respect of just about everyone who's ever seen him rip - including T.A. If Rick Blackhart has a guiding precept in his skating, it would have to be, "Go where you may." Go as far as your mind, your body and board will take you. In that sense, Rick is more committed than most.



How long have you been skating?  $2\frac{1}{2}$  . . . about  $2\frac{1}{2}$  years.

How did you get into it?

It was right as, or just before, the urethane wheel came out. A friend of mine, Kevin Thatcher, used to ride a Bahne board with Roller Sports and Cadillacs; we used to cruise around on that a lot, slalom down his driveway; then he got some Road Riders and I got a board with Road Riders and I've been riding every day since then.

What were you doing before that?

Before skating? Trying to go to school - and I wasn't really doing too good in school cuz I didn't like it too much. So I was skating for probably about half a year or so, then decided to quit school and get into skating seriously or semi-seriously. Then I skated just looking for spots, like a spillway or a pool; we didn't really skate any good pools till about a year and a half ago. I went to this one skatepark in Sacramento, in Carmichael, and it was an indoor park; it was really bunk, but it was the only one around, it was rideable in the rain, you know. I met this guy, Bryan Buck, who was kinda already skating for Tunnel, and we used to skate with him in a pool in Los Altos. He brought Mitch, the owner (Mitch Haaka) to the park and he saw me ride and gave me some wheels and stuff, told me to come to the shop the next day and talk about being on the team. It wasn't for probably about 8 or 9 months after I was on the team that I was totally sponsored, then it started to pay off slightly cuz I got to come down to LA all the time and ride all the spots down here.

What attracted you to skating? Mainly the mag. Really?

Yeah.

Il enthused you?

Well, I was skating for a while and I guess the mag was around the whole time, you know; but the stuff we read in there and the photos kinda showed us what direction to go as far as pools . . .

Is that what got you stoked?

Yeah, it was just kinda on the same level as we already were.



"Don't even think about falling." Extremist antics at L.B. Grand Prix demo.

When I interviewed you before, you said you learned the basics of vertical riding in about a month. Why do you think you progressed so quickly?

It came naturally, It was something that I could do. I never really thought about it, I just did it. I never actually stopped and thought, "Am I skating better or worse; am I doing this right . . .," I just skated and it was a really good way to express myself and just get loose with a bunch of friends — really session hard at a pool, have a few beers . . .

Were there any people who really influenced you?

Mainly, Kev and I were the only ones around our area that skated at all, besides his brother (his brother surfs all the time). Mainly, Kev and the mag; like, Dogtowners really set the pace as far as style.

Do you feel that you skate just for yourself or are you more of a performer skating for an audience?

I don't particularly like having a lot of people around; it doesn't bug me to have people watch or to blow em away if they haven't seen me before; but I'd rather just skate with a few friends—just get each other stoked. That's the best way to ride, with your friends.

Do you have a philosophy of skating or is it more of a general attitude: Just go out and do it and have fun?

I hate having to skate when you have to; like contests and stuff — that's bunk. But it's nice to get some guy to take photos, go out and have a session and just ride mainly for the photos, because you really get stoked and try to do the best you can. It's better just to skate whenever you feel like it and let it flow.

You once used the phrase, "Go where you may."

Doug coined that phrase.

You were saying that kind of sums up your approach towards skating?

Yeah, pretty much. You gotta find all the lines you can, you know; don't just stay with a certain routine and do the same thing over and over again. Gotta be original. Like Alva, the way he skates is really good — he does whatever comes to mind — if he's in a certain

#### 'Dogtowners really set the pace in style.'



Expressions of intensity.

position for something, he'll just go for it, do like 5 or 6 or however many different things in one run.

Doesn't that mean that you'll fall more? That might be a detriment in competition.

Falling's nothing. I think the main way to stop from falling is to concentrate more on what you're doing and don't even *think* about falling.

You have to concentrate on what you're doing . . .

Yeah, block out the fact that you're skating in competition or that you're skating with a lot of people around. Competition makes you react *more* to everything — the noise, the music and the crowd; but once you start getting in a line and trying to flow as many things as you can, you know, do the highest aerial and raddest grinder.

you kind of have to block out the crowd and the competition.

The fact that you're in that environment doesn't bother you? Does it inhibit you? Do you skate less well, or do you possibly skate better?

I don't really know. I don't have half as much fun, that's for sure. I can't really say whether I do better or worse.

Then is competition a necessary evil, just part of the reality of being a pro skater?

I don't know, it's hard to say because a lot of people who are good skaters didn't get recognized because of any contests they may have won; they got recognized for how they skated. I can't really say that competition is necessary.

When I talked to you a year ago, you were saying that you'd like to see some heavy competition come together, all-out competition. Is that what's happening now with the Hester Pro?

Yeah, it's the start of it. I hope it'll get much heavier and more money will be offered. What we've gone through with all of these contests was in no way worth \$1,000 (1st place)! That's bullshit! You should get a thousand bucks for tenth place, 'cause at tenth place you've probably skated \$1,000 worth. Having to go through however many runs, pushing it as hard as you can, it's no way worth the money. You're out there putting yourself on the line.

Do you think that reflects a lack of promotion or a lack of professionalism in the sport?

Lack of promotion, definitely. I think the sport is professional, but I don't think it's recognized the way it should be. The main population knows skateboards are out there but they don't know people are riding them other than on the sidewalk. There's only a very small percentage who know what goes on as far as parks, pools and that type of riding, freestyle, slalom or whatever. They don't know much about it. You show them some kind of vertical and they'll just freak out.

Seems like what we need is a good bowl riding competition on T.V.

Yeah, that's where it's at, T.V. That's gonna get it over to the public, and that's probably the only way. But most of the stuff that's been on T.V. is half-rate, hardly worth watching. There should be some kind of skate series.

You did well at Newark. Were you happy with that contest?

I didn't pay too much attention to what was going on; I was just trying to skate when they told me to, the best I could. I just wanted to get it over with, mainly.

I know there have been more complaints about the judging at Newark than at Upland. There were new problems at Newark. Did you find that to be true?

I just thought that the judges didn't know what to look for, you know? Like, they were totally inconsistent. For instance, I was going along the top after a roll-out and I took my foot off the board to push and they gave me low scores for that, while they gave (Bobby) Valdez higher scores when he fell completely off his board in the bottom of the bowl. My score was lower because of that one thing. Or, I did a frontside roll-out and in, and somebody was talking to one of the judges out in the parking lot later and he goes, "That was frontside? You're kidding!" He didn't even realize it was a frontside! He just thought it was just another roll-out. I think a couple (of



'You gotta find all the lines you can.'



Unintimidated. Monster Bowl, Lakewood.

the judges), like Don Hoffman, knew what was going on cuz he's seen it all before: he knows what's good and what isn't.

So you think a few of the judges didn't know enough to be judging?

Yeah, but I couldn't really say who would be a good judge.

Well, most people who understand this type of riding are so young, they possibly couldn't handle the responsibility. The judges used in the series are probably not prejudiced, but in some cases they may not have known enough about vertical riding.

Yeah, that has a lot to do with it. It's hard to really say who would be a good judge because there's nobody that's totally impartial and that knows everything. I guess they did their best.

Is it true that you were at Newark for 2 weeks practicing before the contest?

We rode there for a long time — a lot more than 2 weeks.

#### For the contest?

No, just riding. I told Henry about it. I said, "Hey, Henry, there's a bowl up North that's fairly good — you should check it out." He decided to have it there. After that I probably practiced pretty regularly for the contest; but then, a week or 2 before the contest, I didn't ride too much because I didn't want to get burned out on it. Those kind of bowls get old fast, as far as the shape goes; they're still fun every now and then but they eventually get boring.

What kind of bowls are you talking about?

Keyholes; all keyholes are generally pretty boring. There's 2 hips and a round bowl and that's it. I think a nice big kidney would be hot — or maybe the best shape is the total circle, flat sides, just barely oblong, and have either end exactly the same . . . we had a pool like that that we rode up North right before the contest. It was the best pool I've ever ridden. I never saw the Dogbowl but, from the photos, I'd say it was equally as good if not better. It was like 10' deep, right in the middle, with perfect transition. It had 2-3' of vertical and the rest was total mellow transition all the way across the other side. The









Backside roll-in, Lakewood #2 pool.

coping just dropped off from the sidewalk on top; it was the edge of the sidewalk. It was basically round but had a flat edge on the top, so it was kinda like pre-worn coping. It was really unique for edger roll-outs and stuff. The shallow end was totally rideable; you could carve the shallow end because the wall was round. Then it just went deeper and deeper into the middle until it got to 10 '. We didn't even start inside the pool; we'd just stand outside and push down the sidewalk and drop in. Frontside, backside, roll outs - you could do everything ever done in that pool. It was perfect. We used to ride it at 4 in the morning and leave by 8. It had totally picturesque grounds, just like the Dogbowl, you know; a huge, 2-story ranch house, trimmed hedges, huge oak trees. We only rode it for about 2 weeks and it got jackhammered.

What's your favorite park now?

Um, probably I'd still have to say Upland; up North, there's not enough parks to talk about yet. There's one going in in Burlingame, up by San Mateo, and I'll have to check it out when it goes in. Supposedly, Alva, Muir and Constantineau are designing it or helping design it.

What would you consider the per-

fect park?

There are many hot designs possible. I can't believe how many people are spending their money building parks and don't know what they're doing. I think probably the most together park as far as management and design is Upland (the Pipeline). They could do with a few improvements, though. I think the ideal situation would just be to have a huge skate club and have maybe 200 rooms that you could rent and have a bowl inside each room.

#### Kind of like ■ racquetball court?

Exactly. Just go in there and work out for a couple of hours, then go to the next room with a different shaped bowl. And you could challenge other rooms to a battle in the big bowl in the middle. Have a restaurant, showers, sauna, jacuzzi - the whole bit. People from all over the world would just come and stay there. You could make so much money ... have babes in the back and beer on



tap at all times (laughter)!

How do you feel about exercise, training and diet?

I'm definitely conscious about it; I don't have any particular program that I follow, but I feel that if I'm getting weaker, need to get my knees back in shape for instance, I have certain exercises that I do for about a week or two straight. Right now, I'm not really in good shape. After that Newark contest I just kind of got sick of skating, you know? I don't think anybody should be made to skate that hard, it takes all the fun out of it, almost. Plus, there weren't any good places to ride. As far as exercise. I think it's necessary to keep yourself in shape. I eat as much as I can, whenever I can - and I don't worry about it - as far as diet goes.

You used to be called "Rubberman" because of your limber physique and the unique moves which it would allow. Did that just come naturally?

Yeah, that's pretty natural; in order to have a really good style, you have to be loose. I do know a few "stiffies" who are still pretty good, like Doug Schneider, but he's loosening up on his frontsides and stuff. You definitely have to stay gumbyish (laughter). In tight pools, or on any terrain, it helps. If you screw up, you know, you should just be able to loosen up and go with it, instead of flying off. You can sometimes force it the way you want it to go, but it's better to go with the general flow of motion.

I've been told that a lot of skaters up North are picking up on your style, kind of following you. Do you find that to be true?

I don't know; I've noticed that riders are developing better styles, but there's still basically nothing up North but geeks.

Who are the best riders in Northern California?

Steve Weston. He rides for Tunnel, too. He's 25, skates really well. He's been skating pools for probably longer than I have — turned me on to a bunch of pools. He was one of the people I skated with all the time, so our styles relate. Other than that, the "Bunk"









Frontside roll-in, Lakewood half-pipe.

Brothers (Bryan and Randal Buck) (laughter); they were pretty much pioneers in the Northern style.

What about the San Francisco/
Oakland area?

They have their own style, you know; their style's totally different. I can't really say too much about Oakland and Frisco. That's like a separate area.

You've done a lot of skating down here (Southern California). Who do you consider the hot skaters down here?

I really like the way Strople rides. It's good skating with people like that because they skate as hard as they can and I'll skate as hard as I can — and we'll be just about on the same level. It just makes the session much more fun. Sometimes at Upland you'll get Alba, Strople, Talbot, Schneider, Kimbel and Inouye, all these people sessioning at one time. It just gets really loose sometimes, people going wild just 'cause it's really a mellow atmosphere; everybody knows everybody. It's really nice to skate that way.

Do you ever really feel threatened when you're skating in a group of that calibre?

No, never threatened.

Like you have to show them something?

No. They all know what everybody else can do. There are a few people who need to learn more respect, as far as that goes. But the more professional riders can relate to the other guy and there's no bad vibes or anything.

It seems that some of the younger skaters go through a phase . . .

Yeah, they're mellowing out slightly, though. They just need more experience, I think . . . not skating experience, but . . . like, Alba's totally mellowed out now . . I don't really want to pick on him or anything, but one of Alba's friends . . . (laughter). He's pretty much of a baby, still, for sure. (Laughter).

That kid is hot, though.

Yeah, at *Upland*. That's where the buck stops, as far as some people from Upland. But that's also true with anybody at their home park, that's where they're going to rip the most.

#### Do you consider yourself a professional?

A professional? No, not really. Semi-professional, maybe. I think I've been held back by manufacturers because they don't get their ass in gear and do what they can for their teams. The old Tunnel team, for instance, had Waldo, Ayres, Saunders, Schneider...

They had the team at one time.

Of course. That's what made Tunnel, right there. If it wasn't for the riders, Tunnel would just be some off-the-wall company. Now, it's totally in the public eye. Every skatepark you go to, you see kids with Tunnel stickers on their helmets, you know. They may not have any Tunnel equipment, just the sticker. They do make good products; they had good wheels back then when fast wheels were getting around. And they have a good wheel now, too, which I think is the fastest wheel I've ridden, truthfully. It's the best urethane I've seen yet.

Do you have a hand in the design and testing?

Testing, mainly. I give them ideas whenever I have them; and if they like it, they'll go for it.

What are you riding now?

The Tunnel Super Rocks. I have my own Blackhart model that Tunnel's making right now.

What does it look like?

It's hard to describe. It's a really finely-shaped board, you know; there's no straight lines in it; it's got a pretty beefy tail and a long kick. The kick itself is about 51/4".

#### What does it do?

You get better leverage and more area to work with. You can move your foot around all over the board and still be able to control it. It's a stable platform for riding without being extremely wide.

#### What about trucks?

I ride Independents. I was riding Mids and I liked those. Then these people came to me with a truck that was kind of like a Mid and said, "How can this truck be improved? What does it need?" So I suggested a few things like lowering the pivot, lowering the center of gravity . . . and later, they brought back an im-

'I think I've been held back by manufacturers.'



Very Edgy. Los Altos pool.

proved version and it seemed pretty good. You can have it as stiff as you want; but if it's adjusted loose, it's not going to be squirrely — it'll turn really sharp and not be wobbly.

Independent's a really good company. They're kind of small right now, just starting out. They made the Rebound, you know. But they haven't really hit it off. They made Stroker, too. I guess those guys were kind of out there in left field for a while. But, as far as they feel now, they are the only company in the skateboard industry that I can think of that really wants to do good for the sport. They're selling trucks cheap and making the best products they can. They're making all the stuff by hand. Their attitude on the whole skate scene is one of promoting the sport, getting it going.

#### How important is equipment?

Very important. You have to be able to trust what you're riding and, you know, it's all what you're used to. I'm used to what I ride, so that's what I like.

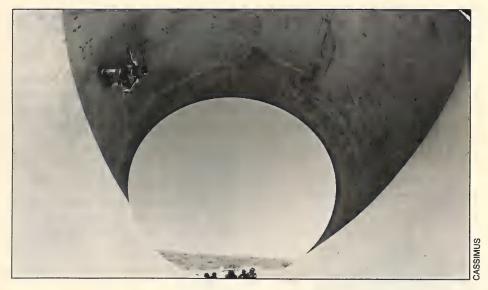
#### So you generally ride only one board?

I've been riding a Chris Strople fiberglass model more than any "other" board I've ridden. It's really nice, because it's a laminated board but it's one of the most stable ones. It has really springy snap to it; it only flexes \(^1/16\)" or so, which is good for certain areas where you need a light board. But, mainly, I like my Tunnel board in all terrain; I can ride it everywhere.

#### I noticed that Doug Schneider is out in the garage rounding down the edges of your wheels. Why is that?

Well, mainly because the shape that they came in was just test urethane and we're grinding them into shape — and I don't feel like doing it right now (laughter). So Doug is; he's got a good eye. He's just rounding the outside edge. The inside edge is already rounded. It's the shape of the new Tunnel Super Rock. They're just getting it together right now. It's a really good wheel, 'cause it's really beefy — and the urethane's just primo. It's pretty hard but it has a little bit of resilience to it — about 95 (shore) — and it's pretty fast.





'There's not enough skate groupies that's all I have to say.'

Getting high on Pepsi. Rick, on a promotional filming at the Desert Pipes.

I noticed a few of the girls at the Upland Pipeline when you were skating there — they were coming on to you. Seems like some of the proscome off like a cross between a rock star and a traditional pro athlete, only younger. Do you find that to be the case? Do skate groupies exist?

They might exist, but they're not everywhere — which I think they should be! There's not enough of them around, that's all I can say!

Seems like the Hester Series is doing a lot to expand and expose the sport.

Just within the skateboarding world.

As a result of the series, more skaters are aware of what's happening in other areas, different maneuvers, different styles. Where do you think that's leading to? How much further do you think vertical riding can go?

As far as maneuvers, it can go much further. Hardly anything has been touched yet. A really radical part is just being discovered in aerials. There's so much more that can be done, and it just takes the guts to do it.

Are you into freestyle or slalom at all?

I do freestyle in my garage when there's nothing else to do. Otherwise, I just skate pools and parks. What do you do when you're not skating?

Chase girls and get wasted. Go to parties.

Do you have any goals? A year ago, you said you had no specific goals in skating.

Just to have fun and skate. I still don't [have any goals].

Are you skating in the Hester Series for any particular reason?

Yeah, to try and promote myself and make more money.

Does that mean you want to make your career out of skating?

Yeah, if the manufacturers and promoters put out more and the money increases. Then it would be worth it.

Do you feel a lot more could be done?

Yeah. A lot more definitely has to be done. It's hard to pinpoint exactly what.

Do you consider yourself a selforientated skater or more of a team skater?

I'm the only one left on the team! Everybody else quit (laughter).

Die-hard, huh?

Yeah; (laughter) one of the reasons I'm still skating for Tunnel right now is that I'm pretty good friends with the owner. I know his partner well, too. I know them as friends more than as my employers.

I understand you've had some other offers.

Yeah, I've had quite a few offers; but either they never came through, or they're not able to supply enough funds at this time. They say, "Stick with us and, in a while, you'll be there, you'll get what's coming to you. Don't worry about it, just hang in there."

It seems like that end of professionalism can be a game. The riders go to the manufacturer who has the most money, who can do the most for them; and then, in turn, the manufacturer promotes an image using his riders' names and putting their pictures in the magazine, and the average skater buys skateboards or wheels or trucks for that reason.

Yeah.

Do you think the young pros are being corrupted or are they just learning the realities of life?

I really couldn't say.

You don't worry about it?

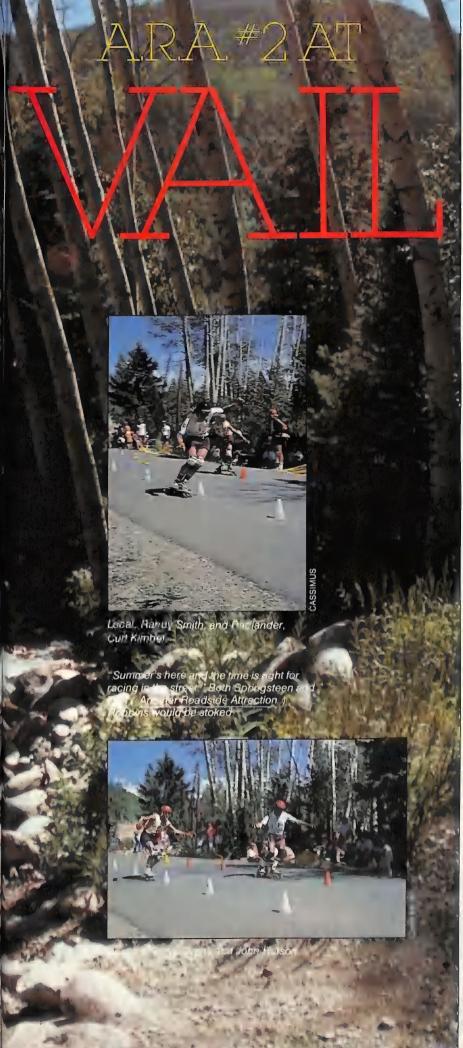
I won't lose any sleep over it, that's for sure.

Do you have any general comments?

Yeah. Anybody with a big, round empty pool who wants to see some good skating, get in touch with me! No matter where, I'll come check it out. (Laughter.) Yeah, that's what we need — more places to ride.







# NOTES ON A MOUNTAIN RACE

# by Bob Skoldberg

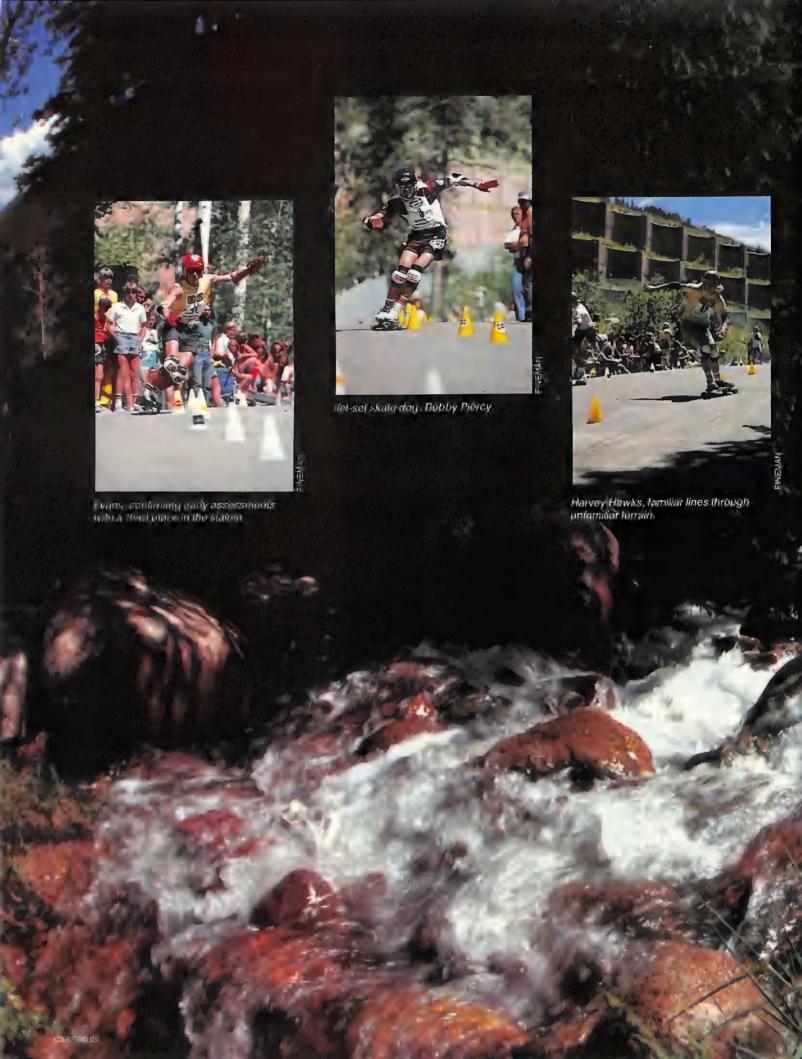
July 8th in Vail, Colorado, Peter Camann hosted the second race in A.R.A.'s series of Colorado competitions. The clear, thin air, tall pines and gushing stream were a welcome change from the less-than-perfect Southern California skate conditions. Gracing the almost idealistic setting were top-notch dual slalom and downhill events.

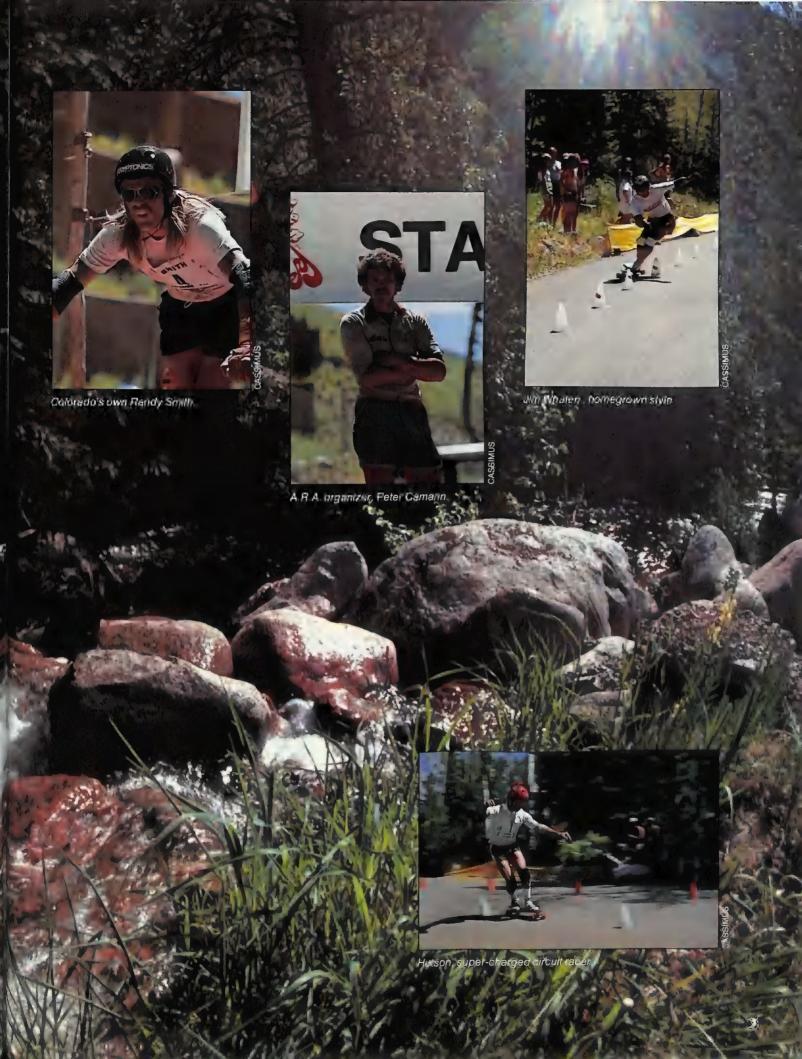
Saturday morning much time was spent setting a slalom course that would be mutually agreeable to all competitors; but once the racing began it was downhill all the way! Camann had spent quite a bit of time and money perfecting his timing system so that there would be no foul-ups. The pros raced a timed dual slalom twice in the preliminaries; the fastest sixteen racers advanced to the semi-finals. In the finals it was man-on-man, the winner advancing.

John Hutson pulled all the stops and narrowly beat out Bobby Piercy to retain his Numero Uno status on the Colorado circuit. Piercy was second while Badlander, Steve Evans, snatched third and Jim Whalen, a local boy, came in fourth.

In the downhill event Big Bad Hutson foiled everyone else's bid for top speedster and walked away with another first place. Brent Kosick, another talented local, was next. Behind him Charlie Ransom sent asphalt spewing from beneath his push foot as he bullied his way into third place, while his partner, Evans, took fourth.

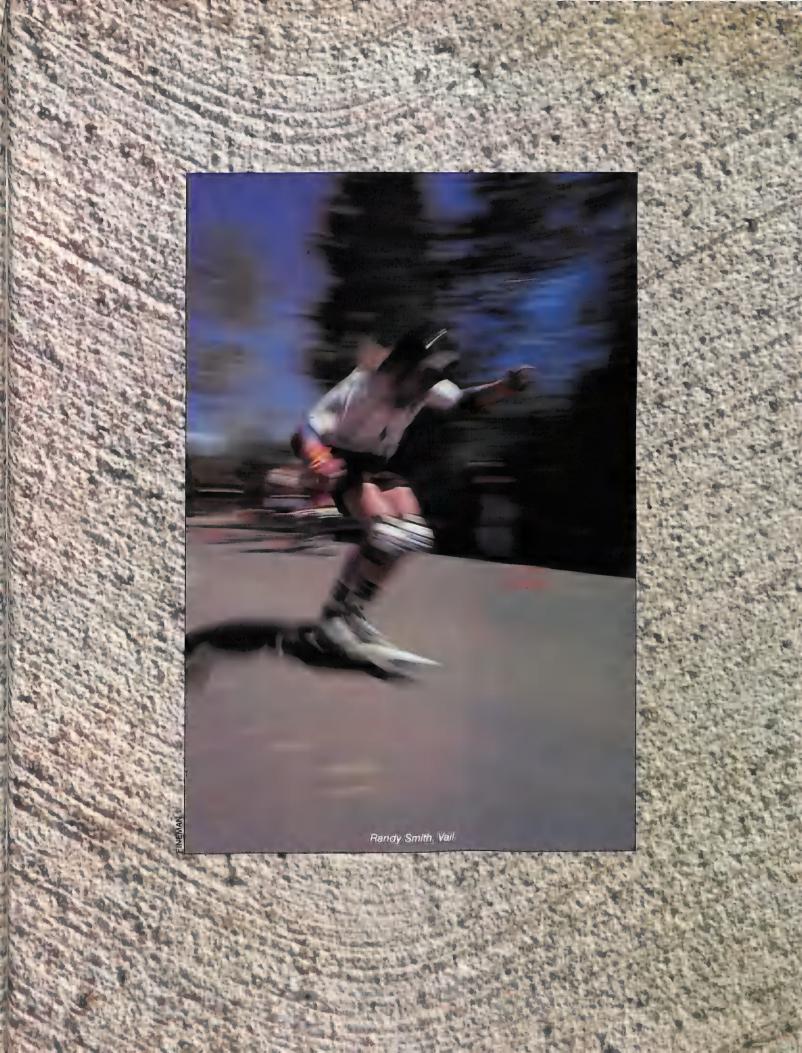
Camann's circuit offers fine competitive racing plus the chance for everyone who places in the top sixteen to at least win back their entry fee. Set in Colorado's scenic locales, these contests provide a breath of fresh air for the competitive downhill skater.





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# OCEANSIDE PROFREESTYLE COMPETITION 78

On June 24th and 25th, the City of Oceanside, California, hosted a demonstration of freestyle skating par excellence. About 10,000 people took advantage of the perfect weather and beachfront location to witness a profreestyle competition put on by Gordon and Smith, American Cycle Systems and the I.S.A. Vying for a purse of \$10,000, the best were definitely at their best! Contestants were judged by a panel of 3 men and 2 women, using a 100-point system. This system allowed a field of 32 men to be cut to 17 finalists on the first day of competition. Only 5 of

the 7 women would compete in the finals.

Saturday's preliminary competition included special freestyle exhibitions by some of the winners from the previous weekend's amateur competition. The difference between some of these young skaters' performances and those of the more seasoned pros wasn't all that obvious—a concrete illustration of just how advanced this type of skating has become.

Sunday's 17 finalists had their work cut out for them. Since the winners were chosen from that group, they had only 1 chance to show their stuff. The same held true for the women; the 5 finalist would skate only once, the winners being chosen from that heat.

Classic freestyle performances were given by Doug "Pineapple" Saladino and Steve Cathey of G & S. Howell team members, Matt Barden and Steve Day, skated extremely well; and Santa Cruz sleeper, Dan Ewell, came from behind with a near-flawless routine. One of the real crowd-pleasers was Gordy Lieneman, who combined raw talent with a unique style. Disco Dale rounded out the picture with his original

# by Bob Skoldberg

(above)

Doug "Pineapple" Saladino going after top honors with a combination 180 board spin and kick-flip.



Student out-does master. Howell teammate, Matt Barden.





Ellen Berryman, coming on strong with a wide repertoire of gymnastic/balletoriented maneuvers.



Chris Chaput showed he was still capable of a powerful routine.

dance routine, which is always entertaining.

The women merged grace and beauty with skating expertise; flowing routines were the result. Ellen Berryman was victorious with her fluid gymnastic interpretations. In close second was Robin Logan, followed by Julie Cheng, Ellen Oneal and Kathie Bowmeister.

The second annual Oceanside competition was a fine example of what hours of practice and dedication can do for a person. Doug Saladino walked away with the \$2,500 First prize; Matt Barden scored \$1,200 for Second; Steve Cathey won \$600 for Third, and so on. The \$500 best team award went to the Gordon and Smith team. In the special 360 event, Richie Carrasco blew everyone away with a total of 47 spins, also worth \$500.



Howell protege, Steve Day, was one of the many successful dark horses at Oceanside.



The Men's finals proved an upset for many well-known freestylers. (5th to 1st) — Dan Ewell, Steve Day, Steve Cathey, Matt Barden, Doug Saladino.



Women's Division finalists (5th to 1st) — Bomeister, Oneal, Cheng, Logan and Berryman.



Finishers in the 360 event (3rd to 1st) -Chris Larson, Dan Ewell, Richie Carrasco.

Richie Carrasco, all-around freestyle powerhouse and winner of the 360 event at Oceanside.



# RESULTS

- Men's Freestyle
  1. Doug Saladino
  2. Matt Barden
- 3. Steve Cathey
- 4. Steve Day
- 5. Dan Ewell

# Women's Freestyle 1. Ellen Berryman

- Robin Logan
   Julie Cheng
   Ellen Oneal

- 5. Kathie Bowmeister

# 360 Event

- Richie Carrasco (47)
   Dan Ewell (40)
- 3. Chris Larson (35)





# AKRON

# WORLD CHAMPIONSHIPS

1978 must be a year earmarked for rain . . . rain at skateboard competitions. Many of California's best in Slalom and Downhill thought they could escape California's untimely deluges by attending the races in Akron, Ohio, home of the World Championship of the Soap Box Derby.

It was the second annual California Freeformer World Professional giant slalom and downhill speed championship; and although promoter Don E. Branker had experienced two tornadoes prior to race weekend, he was optimistic about mother nature's mercifulness. Friday, June 30th, turned out to be a beautiful day and practice went as scheduled. The events were giant slalom standing speed and modified (or skatecar) speed.

Adrenalin really started to flow when Badlanders, Steve Evans, Charlie Ran-

# by Bob Skoldberg

som, Curt Kimbel and Harvey Hawks piled out of their station wagon brighteyed and bushy-tailed all the way from their last tour stop in Colorado. Once they took to the slalom course it was plain to see it wasn't going to be easy for any of the old timers. Standing Speed-Ace, John Hutson, eyed his competition in the speed event and prepared for defense of his title. Nick Leonard, the Modified winner last year, was concerned with some of his fellow competitors, including Signal Hill speed winner, Roger Williams. Practice was intense and everyone looked forward to the following tough day of competition.

Saturday morning the sky looked a little foreboding but all hoped for the

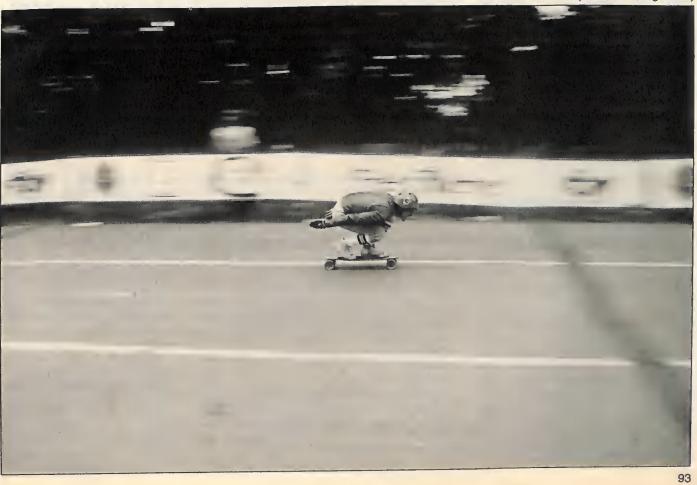
best. But the best wasn't to come. Opening ceremonies, which included a freestyle exhibition by the Freeformer team, began behind schedule and ran overtime. By the time the slalom racers reached the gate, the rain came. As competitors anxiously waited for the rain to stop, it became clear that it was not going to, and the first race day was called.

Those who thought it was going to rain all day Sunday had a great time Saturday night at the Cascade Holiday Inn. More serious competitors abstained in anticipation of Sunday's race. Sunday morning it poured and everyone who didn't party wished they had! Race day number two was called, but the guys put the time to good use. What ensued was a huge water, Pepsi, peach, cherry and beer battle that saw some of the best bongo jobs east of the



Longtime friends, heavy competitors — Henry Hester and Bob Skoldberg.

John Hutson breezed through the downhill event, employing his proven fairing (1st place, 1978, Signal Hill).



Mississippi. Among those wounded was Mike Williams from a peach pit to the head. Unfortunately for Mike, Charlie Ransom forgot to see if there was any fruit left around the pit: There wasn't! Marty Shaub was last seen on his can after Jay Sherman threw a straight arm worthy of Larry Csonka. Dave Morin sustained a gallon or two of water poured atop his head by the Bad Boys. In the end, clothes ran red with cherry stains; very few escaped unscathed. Some race day that turned out to be!

After two rained-out days, Monday morning the competitors were raring to go. Beneath gray skies, the action got underway with a freestyle exhibition by the Freeformer team followed by the playing of the National Anthem by the local high school band. Eighteen men and two women stood by for the first round of giant slalom eliminations. The top eight men would advance to the quarter-finals on the basis of the fastest single time of two runs and both women would compete in the finals. Once the top eight men were established, the fastest single time of two runs would determine who raced whom in the head-to-head semi-finals. From the quarter-finals emerged the old pros, John "Big Face" Hutson, Henry "Bad H" Hester, Mike "The Scarecrow" Williams, and myself. The average age of the finalists was 25, much to the dismay of the young upstarts from the Badlands. In the following races, Hester defeated Williams and Hutson showed me no mercy. In the race for third, I edged out Williams by a slight margin, but in the main event between Hutson and Hester the margin was even slighter. After two extremely tight races, Hester emerged victorious by a .18 combined time margin. Congratulations, H!

There was a bit of confusion when it came to deciding the finalists in the standing speed event. It was unclear to competitors whether their fastest single run of two was computed as E.T. elapsed time from top of the hill to the bottom - or as M.P.H. - fastest time through a speed trap at the bottom of the hill. The issue was settled when reference was made to a riders' meeting the night before, in which riders were told that their fastest time would be computed as elapsed time. It was another example of the importance and need for rules to be clear-cut and well-defined in writing well in advance of a competition. When the smoke cleared, it was up to John Hutson, Mike Williams, John Krisik and myself to determine who the winner would be. Hutson beat out Krisik and I defeated Williams, leaving the race for first between Hutson and myself. In that race defending champ, Hutson, triumphed, and the Hut became the two-time winner of the Akron standing speed event. In the



Slalom specialist, Deann Calkins, took second.

run-off for third, Williams slipped on his first race with Krisik and could not make up the difference on the second run, leaving John Krisik in third and Williams in fourth.

The skatecar speed event was easily the most highly-disputed race of the day. The actual running of the event in no way jived with the written rules describing the event. The four fastest skatecars belonged to Roger Williams, Nick Leonard, Jack Lee Smith and Roger Hickey. This was originally to be determined by the single fastest E.T. of two runs; instead, the fastest M.P.H. was used. Once the four cars and drivers were put into a semi-final bracket, number one would race four and two three, with winners advancing to the finals. As time ran short and darkness approached some poor last minute decisions were made that completely altered the race bracket. In the semifinals, Roger Williams raced Roger Hickey, and Hickey beat Williams on the basis of average M.P.H. out of two runs. Leonard raced Smith and beat him on the same basis.

According to the rules, the times should have been computed on the basis of E.T., not M.P.H. Regardless of this error, Roger Hickey should have raced Nick Leonard for first place, and Jack Lee Smith should have raced Roger Williams to decide third place. To the chagrin of those concerned, Nick Leonard instead raced Jack Lee Smith for first with Leonard winning; and, on the basis of who went fastest in the semi-finals, Roger Hickey was awarded third and Roger Williams was granted fourth without even racing for third and fourth. Confusing ain't it; but that's the way it was . . . in Akron 1978.



Another fast Santa Cruzer, Teri Brown, breezed into 1st in the Women's event.



Bad H, looking smug after edging out Hutson in the Slalom.



Winner and still the most successful pro competitor in the sport today, John Hutson.



Mike Williams and Bob Skoldberg.

# RESULTS

# Slalom

# Top 4 Men's Finalists

 1. Hester
 60.050

 2. Hutson
 60.232

 3. Skoldberg
 61.597

 4, Williams
 61.900

## Women's Finalists

 1. Terry Brown
 30.856

 2. Deanna Calkins
 37.464

# Standing Speed Semi-Finals

# Combined E.T. of 2 Runs

 1. Hutson
 52.269

 2. Skoldberg
 52.797

 3. Krisik
 54.581

 4. Williams
 55.163

# Skatecar Speed Finals

# Average M.P.H. - 2 Runs Each

 1. Roger Williams
 42.8573 + 48.9130

 2. Roger Hickey
 47.3684 + 47.1204

 3. Jack Lee Smith
 48.1283 + 48.1283

4. Nick Leonard 48.6486 + 48.3870

45.8851 47.2444 48.1283

48.5178



# Bela Horvath

# 10 Years Old, Rides for Bela Skates

"After you leave the realm of traditional preconceptions, you enter the area of endless freedom." — C.R. Stecyk, "Fear of Flying," SKATEBOARDER Volume 2 #3

"The one thing I'd like to tell the whole world is that I'm not a spoiled brat; I'm a poor guy, we live in a small apartment. Just because we showed up at a contest in a Rolls people got the impression that we are rich and I was buying my way. My Dad has a shop where he repairs them, so we used it. We don't own it. It's just a comfortable car with good music and it holds a lot of people."

Bela isn't buying his way to skate stardom; but after skating for only a year and a half, he is paying his dues. He placed third in the Santa Cruz contest last year. At the US Open Championship in Jacksonville, Florida, he placed third overall and took the top honor in freestyle. He's also competed in local contests around his home in Santa Monica, as well as events held at local skateparks.

In his first Pro contest, the Hester Pro-Bowl at Upland, Bela didn't place but he gained the experience of competing against the top Pros in the sport. "You go out against all these big guys and you know you're gonna get beat, but you're out there competing anyway. It's fun raging with the big guys because they push you. It's a whole lot better than skating against little kids my own age . . . winning isn't important, just being there is a thrill for

"I like contests because it gives you a place to show yourself. You're competing everytime you skate; like, the time Eric Dressen and I were skating a park together, we didn't say, 'Hey, we're having a contest,' I was just doing the best I could and he was doing his best, just showing off to each other. It's a lot of fun . . . makes you feel good."

Bela is a performer at heart, he's not afraid of working in front of an audience and he's definitely not camera-shy. He was featured on a CBS National "In The



The youngest pro in the Hester Series – Bela Horvath.

News" program and has just finished a film about skateboarding. He is also looking forward to filming a pilot movie for TV about the sport. Bela credits his association with the Pepsi Team for encouraging his performing talents. "My younger brother, Tommy, and I have done quite a few demonstrations with the team and we're getting ready to go to Japan and Hong Kong to do some demo's, TV and stuff like that. We'll be gone for fourteen days and we get to go to Hawaii for vacation when we're done." You'd think that all this media attention would go to his head; but, for Bela, being on TV "doesn't mean much, just that thousands of people see you . . . it's nothing.

When he's not skating locally with his friends or at Arthur Lake's pool, Bela likes going to the local skateparks. Oxnard and Skateboard World at Lakewood Center are his favorite parks. "I usually go there with Rodd Saunders or Billy Yeron; they're really good friends and lots of fun to skate with. Rod sort of discovered me at Montebello and asked me to skate on

the Tunnel team. He's a really mellow guy and a good friend; I owe him a lot. It's too bad he hasn't gotten the recognition he deserves. Billy pushes me; if I'm holding back or afraid of trying something new he'll get mad and threaten to take my skate away. It's not like he's really mad; he just says, 'No cope, no skate,' so I go for it."

His current equipment consists of a 27" wood kicktail that's 9-10" wide with Tracker Midtracks and 60mm Green Kryptonics. One of Bela's dreams is to have his own company that makes skates designed specifically for little kids. "I'm one of the few people who knows how a ten-year-old's skate should be. Just because you're little doesn't mean you can't have good equipment; I want my skates to be the real thing, the right size for smaller people. A lot of people have been making boards for me and when I find the right one it will be a Bela Skate . . . I've already got T-shirts . . .

Bela seems to have learned some important lessons from his association with Tony Alva: "I rode Pete's skates because he makes good boards. As far as Tony is concerned, he is Alva skates and there's only one Alva. Some people think that being radical and tough and mouthing off is where it's at but I saw Tony get his butt kicked at a skatepark because he lipped off to some chick and her boyfriend punched him out. He couldn't do anything about it and he got punished for his mouth. His principles are all screwed up..."

You'd think that all this reality exposure would affect a ten-year old but Bela casually passes it off, explaining, "I don't have time to be a spoiled brat. Being without a mom, I have a lot of extra responsibilities like keeping the house clean and watching out for my little brother, guiding him in the right direction. But I don't mind. We came here from nowhere and nothing was given to us; being away from my mother, we live like bachelors. We manage to stick together and we're happy."

DON SHERIDAN





# 21 years old, rides for Astral



"I skate because of the excitement of it. if it didn't excite me, I wouldn't do it."

Gritting through the cones at Vail.

Ontario's Curt Kimbel reduces his skating down to the simplest terms -words like "speed, action, gnarly, rad and so on. Some are well-worn clichés, but his riding certainly is not. Curt is unusually quick, often critically precise on the coping or through the cones. It's like he's thinking, 'Yeah, this is hot . . . but bring on more!' His respectable competition showings at Spring Valley (10th), Upland (9th), Newark (2nd in one-wheelers, 1st with Wally Inouye in doubles), The Runway (5th) and the Big "O" (4th), plus numerous amateur wins, bear this out. Curt pushes himself. Despite the continually rising level of bowl and slalom competition, one gets the notion that this push is only just beginning.

Curt's roots run deep in Badland tradition. At age five, he was a stoked surfer-skater, like many of his peers. The following ten-year span, bringing him into the early '70's, did nothing to diminish that identification. "I never surfed a whole lot but I always kind of surfed on my skateboard." In 1975 he happened upon the original lck Stick crew (Rick Howell, Steve Evans, Harpo et al.) at "The Wave" — a drainage

ditch in Ontario — and his love affair with the sport commenced in earnest. A subsequent extended stay in Utah (Curt is reputedly an excellent skier) found him a bit surprised on his return — but pleasantly so. "When I came back I was still doing surf-style, while everyone else was into heavy kickturns (in the L-Pool) . . . 5-minute-long runs, it seemed, hitting 85 walls; they were counting them! I decided it was time to learn kickturns."

Today, Curt has actually surpassed many of the original L-Poolers. He is intent upon learning "all the moves," while expressing a strong preference for working the edge. "I mostly try to rip the lip: edgers, airbornes and gnarly grinds. Once in a while, usually by accident, I do airborne edgers...do an airborne and come back doing an edger or a grind."

As one might expect, Curt's equipment is avant-garde. His typical deck is a super-light wood laminate lck Stick in the 29½" by 8¼" range. Truck favorites include Gullwings and Lazers for parks and pools and Trackers for slalom. Wings and Astral wheels (which he is helping to develop) complete the

combo. On the latter count he explains straightforwardly, "No company makes one wheel [which is perfect] for every situation. Especially when you compete, you have to use what's best for the situation at hand."

Aside from his association with Astral, Curt has been responsible for various product innovations, including the fiberglass Lip Slip. On the prospect of making a career of pro skating he comments, "I wouldn't mind making a respectable living out of it. It's worked out that it's just starting to pay off (financially)." But, perhaps because Curt is older than many of his contemporaries, he is inclined to think more deeply on that matter.

"I imagine someday I'll get done skateboarding and go back to school [he has already put in 2½ years of college]... but as far as a goal in the sport, I think I'd just like to do the best I can." Regardless of competitive outcomes and mass assessments, Curt's attitude is unbeatable.

**BRIAN GILLOGLY** 





"It's really all in your head." Curt, letting his mind and wheels run along the edge, at Upland.











# Jimmy Plumer

19 years old, rides for Z Products



Cool dog coping.

"The Thrill Is Still Brand New . . . "

Jimmy Plumer typifies a new breed of professional skater though his friends have deep roots in the sport. His own style can best be described as "electric." He's totally stoked with the part he plays in today's pro skating scene and he's developing his design talents to keep his influence alive when his competition days have passed.

At the Hester Pro Bowl in Newark, California, Jimmy's performance in the carving session was a real crowd pleaser. While other skaters would start their runs at the drop into the bowl, Plumer started his as far back as he could to achieve maximum speed for carving. Steve Alba outlasted all other competitors to go one-on-one with Jimmy for the money. Alba didn't make the mark when the tape was at 11½'. The mark was moved to 13½' for Plumer's final run and the crowd was going crazy from the energy the skaters radiated. Hunter Joslin asked

Jimmy if he wanted the music turned down for his last run; he shook his head, held both thumbs up in the air and yelled, "Turn it up!" The skaters who were crowded around the take-off point parted to form two long cheering sections as he took off. The crowd went totally nuts when he passed the tape at 13½, going on to set a record coping carve at 13′9". "It was a rush, heavily. But having a record isn't any big deal because people will be going further than that—they probably already have."

Jimmy was born in California and established a reputation in Florida as a hot skater. When he moved back to California earlier this year he re-established friendships with the Dogtown crew and accepted the sponsorship of Z Products.

The most important function a pro skater performs for his sponsor is designing and testing new products, bringing first-hand experience to the marketplace. In keeping with his unselfish nature, Jimmy is quick to give credit to the people around him for "putting it all on the table." He speaks respectfully about his association with Z-Flex and sums it up simply by saying, "We're pretty lucky to have big people backing us up."

Plumer is currently riding his woody model which is 28" long and 8" wide. "I prefer my boards a bit shorter, 28-29", for instant turning; any time you want to turn you just crank it and it follows you around. Smaller boards don't slow you down; they're so positive under your feet." As far as the trend toward wider boards, Jimmy prefers a maximum width of 8½". "Whatever you can ride is the right stick for you."

Jimmy has become interested in wheels lately after testing an improved urethane formula as well as a new bearing system.

"The wheels have a traction tread designed so you can go with a higher durometer urethane. Everybody thinks they're rain tires 'cause they look so

Characteristic full commitment, Oxnard. theatrics for acceptance among his weird. But with these wheels, speed's

weird. But with these wheels, speed's the thing. They also have a new bearing system using a really small bearing which mounts to the metal core of the wheel and they spin like crazy."

As far as the future is concerned, Plumer looks forward to competing in any and all contests that provide a pool riding format. Lately, he's been skating the Endless Wave in Oxnard and Skateboard World at Lakewood Center. "Lakewood's got the most perfect half-pipe I've yet seen in a park; the place is really a gas." Travelling also rates highly in his future plans. Jimmy likes to get out and "show what he knows" with other skaters outside Southern California. This summer he's already completed one cross-country demo tour and looks forward to more excursions in the near future. "I really like getting out and meeting other skaters, making new friends.

Respect is a two-way street for Jimmy; he is confident to show himself in contests without relying on cheap theatrics for acceptance among his friends. "Skating is exciting because it's constantly changing—the products keep getting better and the kids are getting so hot, it's insane. Nobody stays on top forever."

Surfing and the sea also play important parts in Jimmy's life. He's been surfing for eight years and rides a Jeff Ho swallowtail. His favorite California spots include the North County beaches of L.A., where he's been reputed to draw some pretty savory lines. He's also learned to skindive and spear fish under the watch of his parents (who are U.S. spear-fishing champions).

If his past is any indication of what his future's going to be, this kid's got it made. As far as any personal philosophy of life is concerned, J.P. mellowly sums it up with "You've got to be cool if you want to shred someone's pool." And that's D.T. today.

DON SHERIDAN



# Mike Folmer

# 16 years old, rides for Sims East and Inouye's Pool Service

Every skatepark hosts a group of skate rats who show up every day. Locals come and go; but there is usually one who sticks around and eventually stands out. At that point, he will often push on to distinguish himself at other parks, as well, and make his mark. Mike Folmer did exactly that by frequenting Skateboard Safari in West Palm Beach, Florida, near his home. In only four months he worked his way up from skate rat to part-time pro shop worker to full-time employee and local amateur bowl and freestyle champ.

Mike started skating about a year before Skateboard Safari opened (in March, 1977), riding all the banked spots in Palm Beach country — Hamburger Hill, Hypoluxe and Royal Palm Bridge. In the first competition held at Safari he finished 1st in bowl riding and 2nd in freestyle, skating for the Nomad Surf Shop team. Nomad owner, Ronald "MacDonald" Heavyside, made all of Mike's boards custom and even produced a T-shirt imprinted with a likeness of Mike skating.

Last summer Mike went on a tour of Southeastern skateparks with Chuck Lagana and myself. The tour started at The Skateboard Park of Norfolk (where Mike earned the nickname, "Flying Folmer," from two equally hot locals. Mike Alexander and Jeff Fava). From there, "F.F." and company proceeded to skate fifteen different parks in two weeks, with stops throughout the Carolinas and Florida. He left a signed picture of himself riding a 12' Ameron pipe at every park along the way till he ran out somewhere in South Carolina. (His intention was to make sure that the local girls would remember him in case he ever came back!) At almost every park we visited, the locals had already seen Mike skate: he was the featured skater in the movie, "Hard Waves, Soft Wheels," which had preceded us on the same route only a week before.

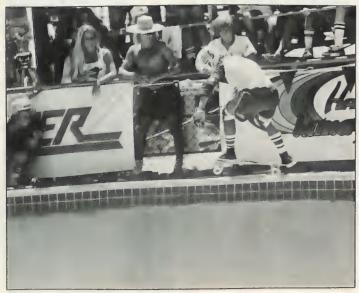
During the fall, a phone conversation between Chuck Lagana and Chris West with Tom Sims started the Sims East Coast team which included Mike, Joe St. Angelo and Scott McCranels. The team has chalked-up a respectable competition record with Mike consistently placing in the top three in both freestyle and bowl riding events.

Mike is presently a local at Frank Nasworthy's Cadillac Wheels Skateboard Concourse (C.W.S.C.) in Lighthouse Point, Florida. The pool at C.W.S.C. has been dubbed the "Monster Hole" because of its 13' depth, excellent transitions and gnarly 3' to 4' of true vertical. Mike and fellow local, Allen Gelfand, (who originally perfected the no hands front-side aerial maneuver called the "alley pop"), shred the Monster, proving that they are among the most radical pool riders in the Ratlands of South Florida.

Mike has been spending the summer in the Badlands with the Pipeliners at Upland (Steve, Mickey, Worm, Schlop, etc.). With a little coaching from Chris Strople, Mike put in a strong showing at Henry Hester's Big "O" Pro Bowl contest, which should indicate an even brighter future for him in professional skateboarding.

**HUNTER JOSLIN** 

Rad roll-in, The Big "O."







Mike is a leader among Florida's emerging elite. Cadillac Wheels Concourse.







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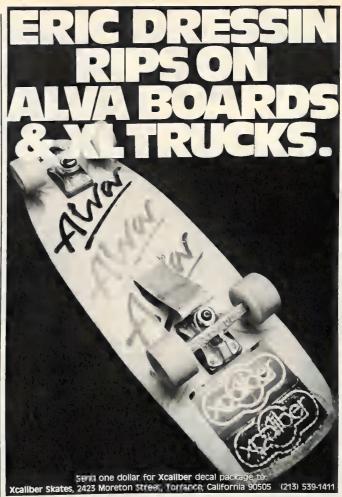
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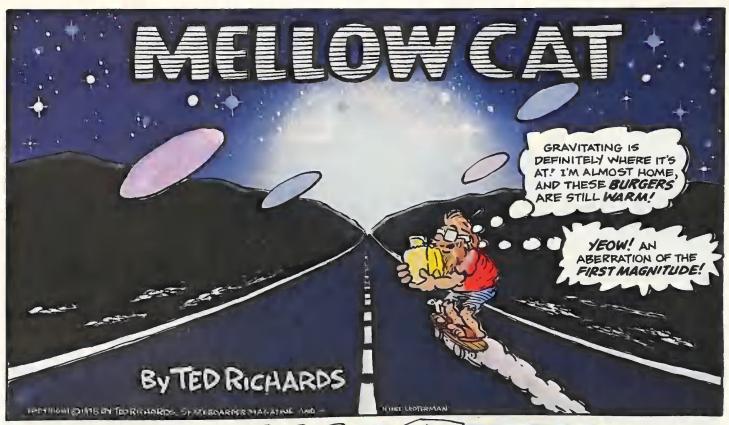
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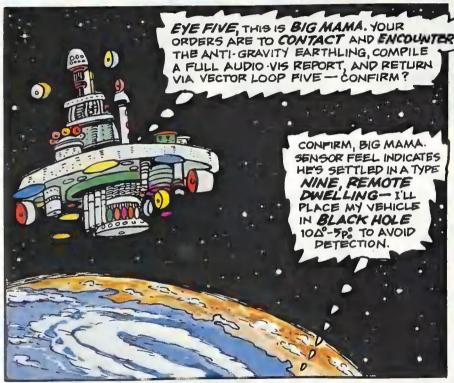














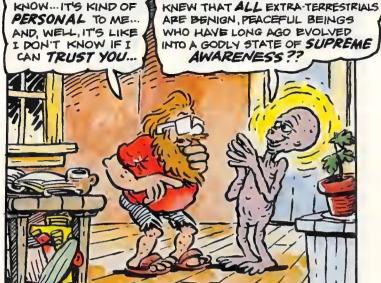
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TRAVELERS BE ALI-ENS, FOR THEY HAVE FORSAKEN
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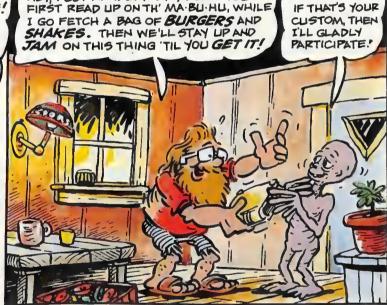




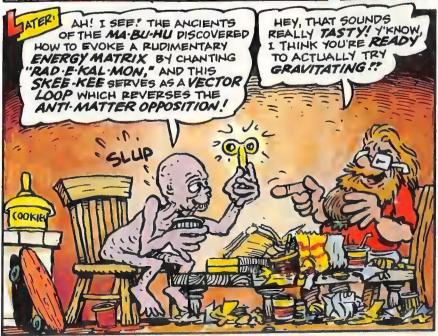
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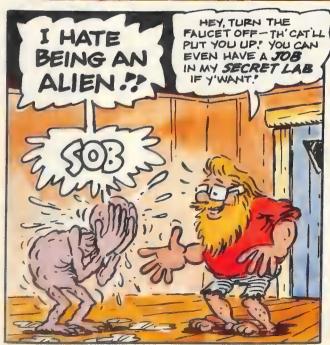
















# COMPETITION BRIEFS





Young Kelly Rosecrans.

Judges, Jeff Russell and Dale Smith.



Jana Payne skated up to expectations.



James Korten, topping the competition.

# U.A.S.A. CALIFORNIA STATE CHAMPIONSHIPS

### by Leslie Smith

The United Amateur Skateboard Association held a major contest last July 14, 15 and 16. They called it — get ready — "The First Annual Invitational California State Amateur Skateboard Championships." (Whew!) Over 100 amateur skaters participated in the 3-day event sponsored by Van's

Shoes. Held at Skatopia Skatepark and Movie World in Buena Park, CA, the July weather was super hot — in the 90's — and so were the skaters! Spectators witnessed some fiery competition in the snake, pipe, bowl, slalom, giant slalom and freestyle events. The first 4 place finishers in each event and each age group received a prize; also, giant trophies were awarded to the following top finalists:

Girls 13 and over: Jana Payne, G & S

Girls 12 and under: Shirley Parkins, Pro/Am

Boys 10 and under: David Peguaros, Sims

Boys 11-12: Kevin O'Regan, Pro Class, & Todd Lewallen, UASH/Wave Rider Boys 13-14: David Foster,

UASH/Skatopia Boys 15-16: James Korten, Pro/Am Boys 17 and over: Paul Butler, Sims

Boys 17 and over: Paul Butler, Sims Overall Boy: John Walker, Sims Overall Girl: Bunny Price, Sims

# **ANOTHER ROADSIDE ATTRACTION #1** Lakewood

Peter Camann's Another Roadside Attraction series, a.k.a. "The Colorado Races," kicked off to a good start on June 23 and 24 in the city of Lakewood. The Mom's Hill site played host to competitors from as far away as Illinois and Florida in a variety of pro and amateur events. Pro results included the following:

#### **GIANT SLALOM**

1. Steve Evans (Upland, CA) 2. Curt Kimbel (Ontario, CA) 3. Randy Smith (Dillon, CO) 4. Brent Kosick (Boulder, CO) (Santa Cruz, CA) 5. John Hutson

**DUAL SLALOM** 

(San Diego, CA) 1. Bob Piercy

2. John Hutson

3. Randy Smith

4. Jim Whalen (Boulder, CO)

#### SOUTHERN TEAM CHALLENGE

#### **Sensation Basin**

Twenty-two teams from Florida, Georgia. Alabama, South Carolina, North Carolina and Tennessee gathered this past July for a team competition in Gainesville, Florida, at the Sensation Basin. On hand for exhibitions and judging were such established pros as Jim McCall, Mark Lake, Charlie Gonzalez, Shawn Peddie and Bruce Walker.

Skate entrepreneur, Hunter Joslin, provided his usual complimentary, often comical, narration. As Gainesville's Wes Aho sums up the event, "The turnout was spectacular, and the skating was intense.'

### **Team Standings**

- 1. Daytona (Santa Cruz)
- 2. Sims East
- 3. Progressive Skateboards
- 4. Wizard
- 5. Sensation Basin

# **Bowl Riding**

# 13 and Under

- 1. Kelly Lynn (Santa Cruz)
- 2. Scott Green (Aqua East)
- 3. John Textor (Sims East)

#### 14-17

- 1. Clyde Rodgers (Santa Cruz)
- 2. Mike Folmer (Sims East)
- 3. Alan Gelfand (Cadillac Wheels)

### 18 and Older

- George Wilson (Weber House)
- David Narducci (Santa Cruz)
- 3. Tim Schiller (Sensation Basin)



# Freestyle

#### 13 and Under

- 1. Rodney Mullen (Inland)
- 2. Michael Arios (Safe Surf)
- 3. Jim Burtos (Wizard)

# 14-17

- 1. Tim Scruggs (Flite)
- 2. Caru Carswell (Progressive)
- 3. Reggi Barnes (Wizard)

# 18 and Older

- 1. Brion Lilgie (Progressive)
- Chuck Laguna (Sims East)
- 3. Tim Schiller (Sensation Basin)

### **BARTLETT PRO AM**

# **Jetway**

Jetway of Bartlett, Tennessee, hosted its first Pro Am last July 8th, attracting teams from six southern parks. Hawaii's Darren Ho assisted with the judging.

#### 13 and Under — Slaiom

- 1. Byran Rodgers (Pipedreams)
- 2. Bruce Jones (Mt. Moriah)

## 14 and Over - Slalom

- 1. Terry Kirts (Pipedreams)
- 2. Brian Sneed (Bartlett)

Harvey Hawks is among the pros racing in the A.R.A.'s last race in Dillon (Boulder was cancelled). Watch for a big spread next issue.

### 13 and Under — Freestyle

- 1. Byran Rodgers (Pipedreams)
- 2. Peyton Upton (Bartlett)

### 14 and Over — Freestyle

- 1. Travis Claton (Pipedreams)
- 2. Terry Kirst (Pipedreams)

#### 13 and Under — Snakerun

- 1. John Warren (Bartlett)
- Hubert Cochrane (Bartlett)

### 14 and Over — Snakerun

- Brian Sneed (Bartlett)
- 2. Jere Black (Bartlett)

# 13 and Under — Bowl Riding

- Bruce Jones (Mt. Moriah)
   John Warren (Bartlett)

# 14 and Over - Bowl Riding

- 1. Jack Teague (Bartlett)
- 2. Brian Sneed (Bartlett)

# **Total Team Points**

- Jetway of Bartlett 108
- 2. Pipedreams 52
- 3. Mt. Moriah -- 32
- 4. Skatetown 18
- 5. Wheelwaves 14





Last spring's Runway Pepsi Challenge has given rise to a major slalom and bowl riding contest to be sponsored by California Freeformer (9/30-10/1). Pictured (above) Waldo, unusually understated style, (right) Mike Goldman, getting down.

Jerry Valdez, who had s strong hand in the design and construction of the Endless Wave in Oxnard, will see that facility's full realization in a major bowl competition to take place this fall.



# Bill Bahne



"We wanted a contest and we didn't have a hill . . . so we built one." Bahne Ramp, Del Mar Championships, Spring, 1975.

# A Look Back, A Step Ahead

Back then, there were two things I said would signpost skateboarding's final assimilation into America's culture and sports scene. One was a skateboarding lifestyle, that is, a mode with distinctive characteristics and a predictable (yes, hopefully, attractive) income for the involved professional skater. Today, a small group of talented

#### by John O'Malley

skateboarders make very comfortable livings as design consultants and test pilots, traveling and endorsing skate-related products. Their lifestyle is charismatic, often downright patrician, dotted with t.v. and movie appearances, global magazine coverage and near fanatic fan followings. The second was history.

In the beginning, we didn't need history: Skateboarding had its roots in surfing and, besides, we were too young – history would have been

pretentious. Now tales of Sis's pilfered roller skates on 2 by 4's abound along with clay wheel speed runs, Bruce Logan and even a first "International" contest . . . so it goes.

The early players of skateboarding's resurgence were a visionary troop of involved people who together ad-libbed the "North County Skateboard Conspircy." A cast of

and backstage) while profiling a man whose contributions to the sport in the areas of invention, manufacturing and promotion will remain quintessential (at least, until somebody makes the damned things fly).

Frank Nasworthy: "It's hard to put in a one-liner... no one realizes what Bahne did for skateboarding alone for three years, toting those ramps around luxurious, modern beachfront home will play host to surf stars, rock stars, ski stars, skate stars, track stars, designers, thinkers, world travelers and connoisseurs of life's rare spices.

Craftsmanship and invention are products of personal skill, awareness and concern. Detailed discussion about Bill Bahne's products and their applications is mostly to give the



Surf-skating the Escondido Reservoir, October, 1975.

thousands, for sure: There was Logan, Shufeldt, Bolster, Page, Weaver, Bahne, Turner, Hester, Nasworthy, Dootson and Hesselgrave (to name a few), along with the La Costa boys, Aikido contingency, secretaries, girl friends, irate neighbors, chiropractors, rolling real estate magnates, tourists and the San Diego Police. All contrasted and complemented each other so perfectly that, well, as an obscure sculptor once said, it was a rare case of manifest destiny.

I felt that Bill Bahne's interview would be a timely way to show our readers a bit of skateboarding's roots (off camera and promoting contests. He's the most under-rated, under-publicised promotor of the sport."

It would be easy to turn this kind of interview into an irrelevant b.s. session, fluff job or product push for the interviewee; so I'll start by saying that Bill is an understated individual. He is a designer/engineer par excellence and an inventor with a freeform mind and distinctive style which characterizes all his products. I've come to know Bill as a man who lives to create and manufacture fun products for surfing, skiing and skateboarding. He walks in wide circles and, at any given time, his

reader insight into the man, to help illustrate and date the growth of the sport and point to possible directions. I guess the key is that it took someone with Bill's broad background to start things rolling. Denis Shufeldt says it better: "Bill Bahne is the Quiet Giant. He was the only person qualified to bring the technical expertise from surfing and skiing to advance skateboarding. Dave Dash (Publisher of SKATEBOARDER Magazine): "Bill and Nasworthy are the foundations for skateboarding's rejuvenation. It's pretty strong statement . . but it's true."

## What was the chain of events that got you going on building skateboards?

Frank (Nasworthy) had this wheel he'd been playing with for years and years. Skateboarding died before he had his idea out there . . . so he kept on playing with it and turning people on, saying, "Hey, get out your old skateboard and try this new wheel." Then all I did was I saw people skateboarding again after a lapse of ten or twelve years and said, "I have the perfect material now for that (the pultruded board)." It grew faster than hell, I mean, once it started, it just took off. Within a year we went from 100 boards a week to 1,000 boards a day.

#### And nobody knew . . .

Nobody would believe you if you told them.

#### Then it was just ads in Surfer Magazine?

The advertising was only part of it. It was word-of-mouth.

That just proves that it was a total grass-roots resurgence. That's what gave the credible manufacturers who made a genuine contribution the inspiration to get into it, like Tracker, like myself...

We all made a mistake, though.

#### Who is "we all?"

The innovators, the people who were genuinely interested in the sport; and every one of them has or will. You know what that (mistake) is . . .

#### Yeah.

We weren't business-minded enough to stay on top of our markets.

#### What was your biggest problem?

It grew so fast, we got to the point where we couldn't produce enough; we left a big door open and picked up a lot of competition. It was an already made thing; we did all the ground work and a lot of people get into the business (which should happen — if you can't supply, there should be people in there to supply). Now, I think there's too many people in there; there's going to be an over supply.

Dave Dash: "No one will ever again have the percentage of the market Bahne had . . . at one time he had almost 100% of the market."

## Bill, tell me, who were the major "Act II" players (as I call them) and how did skateboarding spread?

What do you mean? Riders?

Well, whoever they may be, who were the prople who helped get the contests going, formulate the rules, start the magazine and generally begin to express skateboarding == a lifestyle?

It's hard to even name who was involved because I'm going back a long

time. Just E group like Bobby Turner, myself, Ralph Giffen . . . God, I couldn't even name them all. To us, it looked like a business; and to keep it a business instead of a fad, you had to have support. You had to have a magazine, you had to have everything involved. People had to know what was happening to make it some sort of sport and industry and it grew from there. I wanted professional contests; that's why I put up all the money for those competitions and built those huge ramps . . . because we had to have it. If I didn't do it, nobody else was gonna do it.

The Magazine (SKATEBOARDER) was started by Surfer Publications. They originated it back in the '60's when skateboarding first started. Most modern rules and so on were basically developed at Dave Dominy's house or your house, but the rules we used for those first contests were used before with a few additions.

#### FROM Act I, the mid-sixties?

From Act I. We had nothing to go on so we borrowed from the past because, in effect, a lot of people who were the players then are the players now.

#### Why do you think it died out back then?

The reason it died back then was because it was unsafe, boards were too noisy . . . a lot of reasons. A lot of ordinances were passed; they killed it. It wasn't a mass market, either. "California starts the fads," they said. Here's the mistake that was made then: Nobody developed things just for skateboards. They always used rollerskate equipment. Now we don't, but in the beginning we did. Act II, we had to rely on it. We came out with a fiberglass chassis but we still had to rely on rollerskate trucks and that wheel was basically poured in a rollerskate wheel mold. Now we've graduated to the point where trucks are our own, wheels are our own. Everything is designed for that skateboard, we have our own industry — and it's competitive. As long as the products are safe, the public gets the reward. The prices will go down this year because there's I lot of competition.

## Back then, the only improvement that a basically surf-oriented manufacturing force could provide was chassis design.

They were just miniature surfboards because everyone back then was a surfer.

#### It had no roots then, so that's what it took its roots from.

It was just something to do when the surf was flat; it's still tied very closely to surfing. But I see the industry in a different light right now.

The most beatuiful thing about skateboarding is that it can bring that flow motion, that centrifugal thrill, to the land-locked areas.

What I always called them (surfboards, skateboards and skis) was "gravity operated vehicles."

#### In the beginning, did you think that they would spiral to the heights of the performance that they have? Actually using "by-products" of gravity like centrifugal and centripetal forces?

They're using the same thing they do in surfing, you know, bounce off the lip and re-enter. I mean, actually, most of your skaters who started doing all these really radical maneuvers (take Tony Alva) were damned good surfers. Tony's doing things that he wants to do in the water then he's carrying it out on concrete. I mean, why do they want to go up there and bounce off that coping? It's a turn-on, it's a high. But it's still a separate sport.

#### It really is, especially in slalom and freestyle.

In salom, you're going right after sking. Getting into slalom skateboarding is a leader to slalom ski racing. Skateboarding has something to offer both (surfers and skiers) and it's borrowing from each one, too, but it's a totally separate sport.

#### Tell me about your single ski.

The Single Ski was another one of those wild-hare North County ideas, basically. Mike Doyle, at the time, besides being a good surfer, was a darned good skier; and he was playing around with different ideas in skiing. He said, "Let's make a surfboard for the snow." So he carved out a foam and fiberglass ski and tried it ... it seemed to work. Then we got together and started engineering it to make it a product you could market. We knew nothing about skis but a good friend of ours was Bob Lange (who owned Lange Ski and Ski Boot Company) so we just went to Colorado and basically had the run of his factory and all his knowledge to help us develop that ski.

## How long were you operating Bahne/Cadillac before you did the first big contest?

The first big one was Del Mar. I was putting on contests to build the sport. You know, my name was on the banners. But for the amount of money I spent doing it . . . to me it was . . .

#### Good advertising?

Not just good advertising. I was building a sport, that's it.

#### How many contests did you do that year?

We did the Del Mar, we co-sponsored the Orange County contest and the Hang Ten at the L.A. Sports Arena. People saw things there, but I don't



think it ran right. We've always been plagued by disorganization. They never ran on time.

To me, il would have taken I lot of nerve back then to actually call skateboarding (in its stage at the time) I sport.

You talk about Henry Hester putting up a few thousand dollars for a contest, right? You know what the first Del Mar contest cost me? It cost me \$20,000! You know how many years ago that was?

#### You tell me.

A long, long time. Four, five years or so, you know, I'm lost for time. For the Hang Ten at the L.A. Sports Arena, I put up half the money. What cost the most was the ramp.

#### Well, the Bahne Ramp was . . . Huge!

#### It was huge and it was legendary. How big was it?

150 feet long, 15 feet high (it had contour) and it was 30 feet wide. We wanted a contest and we didn't have a hill . . . so we built one!

#### A lot of people would have just blown It off.

Right. Then, we wanted a freestyle area but the asphalt was bad. You can't have a freestyle on bad asphalt, so we built this huge platform to have freestyle on.

#### Who engineered all that?

I did. I had a lot of help from other

people. Brian Logan helped out quite a bit. I had all my carpenters there. My whole team worked on it. I wouldn't let them compete 'cause somebody would have called "fix" if one of my riders happened to win . . . could you imagine?

That was the contest Russ Howell won. He was the first skater to flow his routine from trick to trick. After that (laughter) Bruce Logan came up to me and said, "That guy's weird! Skateboarders don't do routines like that!" He was that fluid. That's also when the Zephyr Skateteam hit Del Mar. They were maniacs! (laughter) They were organized. I think they all had the same color t-shirts on! It was the first organized Dogtown invasion.

# Bill, you've always had one of the premier teams and most of your exriders are still considered the best (only they're on different teams now).

The team was basically run by Paul St. Pierre. He made those kids practice, he made them really work. He's a very controversial figure.

# So you not only had to step forward and say, "This is sport and we're going to have contest," you also had to formulate competition standards for it.

Which got a lot of flack. Everybody was out to protect their own thing; they didn't look at the sport, they looked at their own personal little grievance. I've

'Nobody believed Denis Shufeldt really went that fast.'

been given quite a lot of flack because I got all this advertising out of it. For one, it cost a lot of money: I should have gotten something out of it. I've made a lot of people a lot of money. Why should they give me flack?

#### What do you mean, "made a lot of people a lot of money?"

I basically started the sport that they jumped in on after all the money had been laid out. There's companies out there now that haven't put on one contest. You see it now; Freeformer puts on a contest and they get nothing but flack; people say, "It's a fix, your riders are gonna win." But if they didn't put it on, it wouldn't get put on. Some of the big "leaders in the industry" have yet to do it . . . if you get something without paying for it, you're gonna lose it; you have no investment.

#### But you've got nothing to lose, riding on someone else's coat tails . . .

You can always rationalize it like that if you didn't put anything into it in the first place. I look at it differently. To me, it's a way of life.

#### What is?

This whole industry, surfing, skiing and skateboard manufacturing. I like the friends I've acquired. We have fun and we drive each other to higher plateaus. We design better things, but we do it with no super-economic motive,





One of the La Costa greats, Tommy Ryan. Summer, 1976.

just as long as we make something on it to keep going.

Ron Bennett (Bennett Trucks): "I can remember those meetings we had before the first Hang Ten. Everybody would take turns getting up and complaining about the position they were getting or something, and I'd wait until everyone was done, then I'd stand up and say, "If Bahne hadn't done this whole thing, we wouldn't have any positions to bitch about."

Back then, the skaters were also pushing. Bruce (Logan) was pioneering nose wheelies, Shufeldt was going fast, they were all pushing: they were on the cutting edge.

Everybody that's on top is on the cutting edge because you get chopped. Nobody believed Bruce did a nose wheelie that long or that Denis went that fast. They hate you. If you're on top, they hate you.

#### But who was pioneering it?

I don't know who was pioneering it, I really don't know. I think it was a happening. Certain things clicked at the right time in history, they just came together. Everybody had a part in it. There was no one person — it was a group of people.

Yeah, each contributing what he could. As I look back at the first time I met Denis Shufeldt and Curtis

(Hesselgrave) at the Escondido reservoir, they talked about a pro skaters' union; and they were way too far ahead of their time. It's still not a reality.

It has to be a reality, though, and we have everything to go on. In this sport, we can borrow from other sports and learn from their mistakes.

But until people wised up (and I saw it particularly in Denis) II made him angry and cynical after a short period of time.

Why, sure. I got angry and cynical, too.

Well, Denis was that way to people and it wasn't his pace. He was too far ahead of his time and his ideas are still not fulfilled yet. And being that far out there that early on is a painful thing.

Let's look at it another way, though. You're dealing with young people who are doing everything themselves, not with parents guiding them, so they're going to have to learn. In other sports, they have people already in it; it's the parents who get them into it, it's the parents who push them, it's the parents who drive and form the groups and leagues, not the kids. In this sport, it's the kids; that's all. They rule it; and if they're ready for a professional organization . . . well, it's going to be a few years off, because it has to encompass everybody in the sport. There's going to be hot kids all over this world, and there are kids so hot right now that have still

The Cadillac Kid, Gregg Weaver. Fall, 1976.

never had their picture in a magazine ... you can't b.s. those kids.

Denis Shufeldt: "It was far out back then to know that everything we pioneered would set the trends and guidelines for the sport; it was also frightening to know that we'd be passed up someday."

That's why what Henry Hester is doing right now with his open professional contests is such a good thing. It's been a long time since there has been open professional competition.

Why should Henry have to do it, though?

#### I don't know.

Because nobody else will; and he has enough love for the sport, he's been in it so long, that's why he's doing it. Why doesn't the I.S.A. or the manufacturers do it? I respect Henry for doing it, but sometimes I feel he's doing it in vain. He's gonna be hated for it.

#### Why?

Unless people have changed since we were involved with contests, people will yell "Fix" or . . .

#### Henry's different: he's one of them. They wouldn't dare step out of line.

They respect him, that is different. Henry and I have a lot in common. He's not out there to rip people off. Henry just

wants to have contests and he's respected because he belongs to that group of racers. Now, I don't. So if I did it, I'd be at a disadvantage. There'd have to be some "ulterior motive," you know? And so it takes some independent guy like Henry who's got guts. He says, "I've only got this amount of money" and puts it on the line. And everybody shows up for his contests, all the hot guys. It makes the industry look sick! If these guys (manufacturers) are making the millions they're supposed to be making, then somebody's getting ripped off . . . and it's the consumer and the racers and everybody on teams. They should know the manufacturers wait for someone like Henry to put up a thousand dollars for prize money for a contest that they're gonna advertise the heck out of when it's done, "Our board won this event," etc.

Everybody's waiting for somebody to throw a contest this year; and if everybody waits, there may be no contest. It's so nice to sit back and let everyone else do all the work. Henry's got his cultist thing, and without it, there'd be nothing.

Dave Dash: "Bahne takes a bit longer, but he always produces a superior product, even though it might look the same. He just wasn't business-minded enough to stay in control."

The market decides what's acceptable; the only thing that sets us apart is I just build things until they please me in quality, in the way they're manufactured, so I know it's a good product. I'm not going to jump real fast from this style to that style without really knowing what it's gonna do. You don't live long that way. I have the technology, I have the equipment, I have everything; it's just a matter of having the time to play with it. It's like going to the candy store, going to the toy store - my whole factory is one big playground. Whatever I decide I want to build, I have the equipment and materials to do it; and if I don't, I'll go out and get it. It's not that serious to me because I've got all these other products. But it's fun.

#### What's not that serious to you?

Well, how big I am in the marketplace. You know the way I compete and the way I advertise. My name's been here for a long time and it's always gonna be here. I'm not competing to see how many products I can throw out there — I want to see how well my products can do. I want to know they're good. In other words, it's not just ■ fast buck; I would have bailed out ■ long time ago if it was that.

What was it like being on the cutting edge, pioneering and then having all that attention and media coverage devoted to your company? I know what it's like being the first in your

field: and that much attention and interest, it'll kill you!

It does. First of all, your ego gets so inflated that you stop being creative, you get all these people you have to listen to who you never had to listen to before. They take a lot of your time and energy; and after awhile, you just want to be left alone. Some people *love* the coverage. They love to see their name in the magazine every issue; they exist on it! Nobody knows me; I'm not a p.r. creation.

So, being on the cutting edge is expensive, risky and physically and emotionally fatiguing. But you had it all: write-ups in Rolling Stone, the Wall Street Journal, and on and on. The world was at your door. How was it?

All of a sudden, you were for real. As far as the world was concerned, you were no longer a punk kid. You could come to work in a t-shirt and levis and talk to people wearing suits and it was okay — because they were there to talk to you, and you didn't need them, they needed you. So I sort of enjoyed that, I got to live my life. But I still didn't know how to exist on their level, I still wasn't ready for that.

Myself, I enjoy the duality of seeing \$25,000 dollar car pull up and this guy in a t-shirt and jeans jump out. I like that contrast.

It's fun, it's what I've always wanted to do and still maintain my individuality — not wear a tie and coat . . . I think all my creative friends are the same way. They all have power within their circles. They have credibility and the way they got that credibility is through their creativity. It's a trust thing. You need creative people around you . . . I can't stand egos because I don't think that I have one.

I'm good at one thing: Designing things, engineering things.

Frank Nasworthy: "Bahne is more creative and technologically adept at putting his creations into real form than anyone I know."

As long as I can think, I can live. If you have your own creativity you can do it. But whatever you do, do it best.

#### Most people can't recognize that in themselves.

Like our laminated wood board. I worked months on that trying to make it better before I brought it out on the market. Other people would have put it out in the crude stage. I feel my product is one of the best. Other companies get bought out for gigantic amounts of money; I couldn't sell my name. That's what you have to worry about, you have to have something that you've designed that's got your mark on it. . . . Nothing's fair, nothing's real, it seems. It's always bought. My friends don't do that.

You don't have **■** whole lot of freinds, either.

But the friends I've got I'd trust with my life. You run around with a certain group of people who you don't want to infringe on. But if you get in trouble, they are there. That's what's important about the whole thing.

That's what it takes, people who do it for reasons of serendipity. Just groove on perfection and function. Today in skateboarding, there's a closed circle fo involved people, proficient in their own field of expertise, who exhange ideas and interact. It's a necessary thing.

We've got a fun little industry. People enjoy it and people enjoy the products. You know, we shouldn't lose sight of that. We shouldn't get too business-oriented where we're just out after the money.

#### How big is the industry?

I have no idea how many skateboards are made. I mean you hear all these figures, but, as figures go . . .

The consumer products safety commission called 1977 a "3 billion dollar year" for the skateboard industry.

I don't know about that. It's good for promo but all it does is bring in outsiders who want to make a fast buck. It's not real; the whole skateboard business is one of those glamour things, everybody thinks that there's billions of dollars because they read all these figures.

And it's really unprecedented. It never ceases to amaze me the amount of unresearched capital that's infused into the industry. Bill, who do your feel has made substantial contributions to the sport in their respective fields?

Bobby Turner has probably one of the best slalom boards. I respect the guys at Tracker, Jay Shuirman and Rick Haut (Santa Cruz/Road Rider), yourself, Rick Smith (Freeformer). I respect all the people who were there at the beginning that are still there now working on their product, making sure it's fit to sell. I can't name names because there's a lot of people out there — that's a hard question for me.

Bobby Turner (Turner Summer Ski): "Bahne is one of the Daddies of the sport. I respect him because he's stuck to his own product. He's one of the only big manufacturers that hasn't copied others. He's made the little people around him respectful of the big company."

#### What's it like being ■ manufacturer now? What's the market like?

It's immature, it can change instantly, and it can wipe out the dealers. A wheel that's on top today won't sell next week; a board that's on top this week won't sell next month. Kids change and they



Spring, 1977, La Costa Masters Race finalists — Tom Padaca, Bill Alexander, Captain Biorhythm, Warren Bolster, Dale Dobson, Vince Turner, Curtis Hesselgrave, Mitch Haaka, Jim O'Mahoney.

change quick, and it goes a lot of times on hype: They're impressionable.

Are you saying that once you get into the good equipment the products are more or less equal, it's just individual taste?

It's an advertising war.

### Do you think the skateboard market is prolific enough to support that kind of fluctuation?

No, it'll even out. It's going to get down to where the prices will be so low that only the people who are efficient in the industry are gonna have the major market. There's always going to be small companies supplying a local market, like cult-type boards.

#### Backyard . . .

Not backyard, it takes more than that. A piece of wood is pretty exotic. It's comprised of a lot of layers and it has to be built on a press with pressure. When you get into graphite, foam cores and honeycomb, there you're dealing with a composite that the every-day person doesn't have the expertise or equipment to work with. But you can have local manufacturers who supply all the kids in their area. The big market will be people who can produce the product at a very cheap price for what it is, I mean a good board at a really fair price. You

see, most companies are nothing but silk screening companies: They buy products that are made by other manufacturers who make products for just about everyone. I've got an advantage, though, because I've got my own molding company now, I can change fast. These days, by the time the ad's out a wheel is outdated!

#### Are you ■ little gun-shy about setting trends this year?

No. I've got all kinds of things and a formula to do it; I'm just burnt out. You've got to wait your turn for everything, everything runs in a cycle. What you believe now maybe nobody else believes in, but next year they may. So you have to wait, you have to keep working and say, "My idea's right." Like, Bobby Turner asked me the other day; he said, "I don't understand something about you, Bill; you've got by far the best freestyle board on the market: How come you don't make 'em?" And I go, "You mean the honeycomb board?" He says, "Yes, it's the hottest-riding freestyle board going." I told him, "Look, it costs a lot of money and everybody wants this (wood boards).

## Well, Turner produces a board that's just as refined and exotic, only it's for slalom; and they sell great.

Sure, Turner's great, he's done a lot for this industry, whether people know it or not.

#### What's next?

I have ideas on the drawing board now that I'd like to bring out but they're

too futuristic, there's a lot of growth that has to go on between now and then. You may have an idea and you can beat your head against the wall trying to bring it out and convince people it's a marketable item and go broke doing it. Say, if the Cadillac Wheel was brought out a year before it was, there might not be a skateboard market today.

#### What equipment is on the scene now?

Laminated wood boards.

#### What about wheels?

There's a lot of different shapes and formulations. It seems that the most popular material is your resilient bouncy material. There's wheels for parks, wheels for the street, for smooth concrete, for ramps. It's a buyer's choice.

#### It's so specialized. A skater should analyze what he's going to be using them for then buy that specific product.

What he should do if he has a chance is to try them on a friend's board before he buys.

#### What do you think about skateparks?

I think they're far out. But my personal attitude would be to have them indoors and modular, so you can take them apart and always have a new attraction.

Frank Nasworthy: "... those other people just hopped on the band wagon that we hand pushed for years, put a motor on it, and went down the road."



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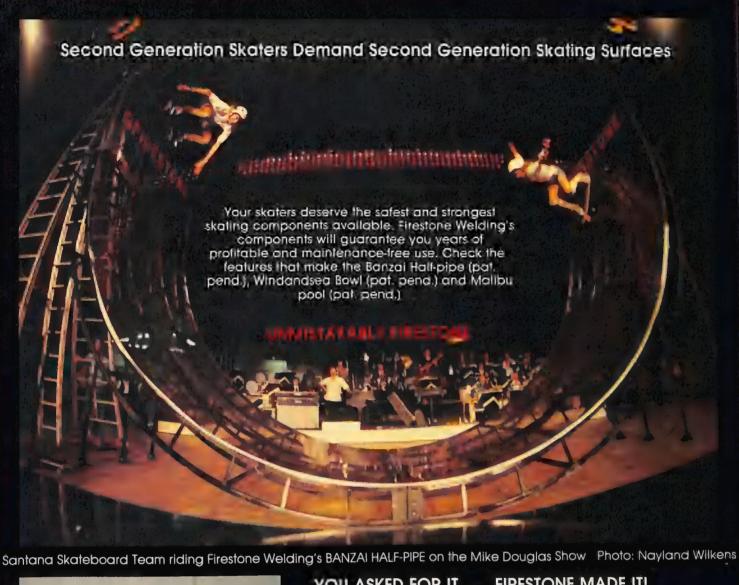


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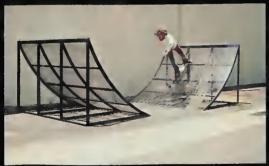
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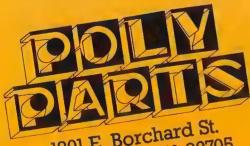
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Ellen Oneal, G & S Team

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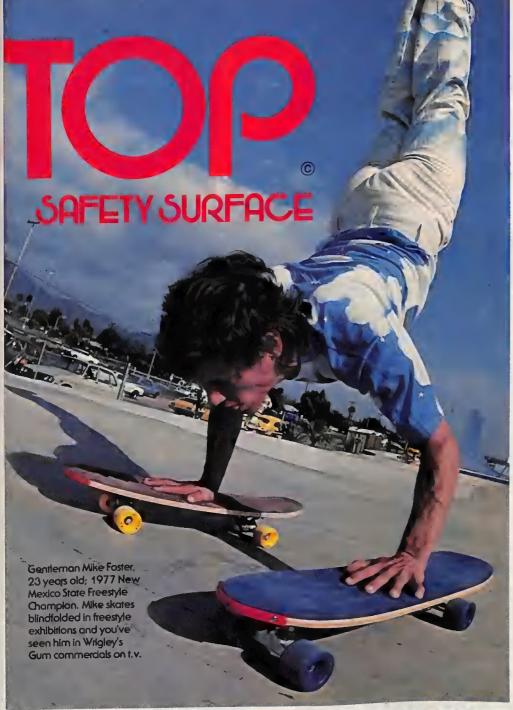
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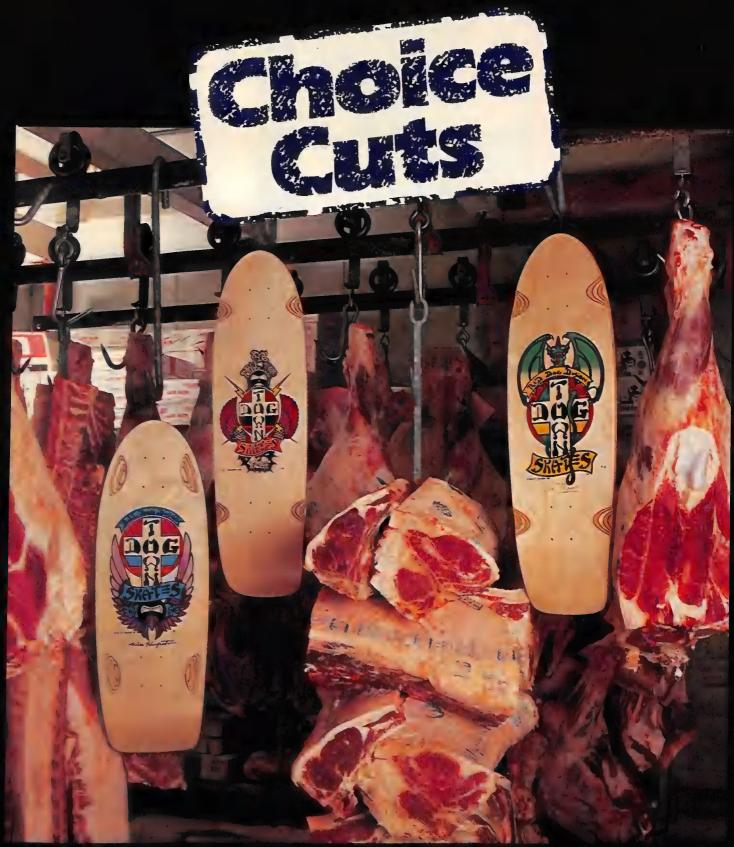
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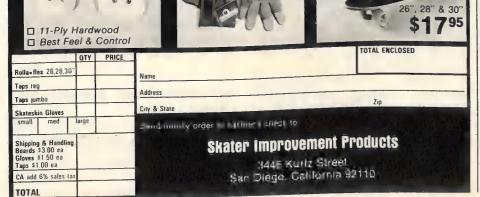
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# OFF THE WALL

#### NOT SO IMPORTANT NOTICES DEPT.

In case you haven't noticed, there isn't a new products update in this issue. Due to the extraordinary popularity (?) of this former feature, our intrepid leader has decided to replace it with a new column dealing with comparative product testing and evaluation as well as equipment maintenance. You asked for it, you got it . . . watch for this in our next action-packed issue.

#### FOR IMMEDIATE RELEASE DEPT.

Are you an all-American girl? Well we're not ... but here goes, anyway. A nationwide competition open to all women between the ages of 18 and 23 will choose the lucky all-American female who will "receive \$25,000 and appear on a number of television shows and get a multitude of other prizes." The contest/media events promoter, Bob Stivers, says it is a competition for young, active, aware American women. The contest offers a departure from the norm in that the entries must demonstrate a certain interest or proficiency in one of nine sports categories, including skateboarding, ice skating, roller skating, tennis, baton twirling and surfing. If any of this sounds interesting, contact Big Bob at 8732 Sunset Blvd., Hollywood, CA. And, in this era of equal rights, any skate rat with a wig might hit a couple of roll-outs and slide into some easy prize money. Come on, boys, what have you got to lose?

#### LOST AND FOUND DEPT.

The staff here at Skate Control Central has in its possession some rather

alarming documents allegedly found in the ruins of Skatepark Montebello. They appear to be the not-turned-in time cards of one-time park pros, Conrad Miyoshi, Brad Strandlund and Tom Inouve. Of particular significance are Wally's stated 157 hours of work. The cards are all in mint condition and are signed by the stars. In accordance with Off The Wall's spirit of fair play, we are now offering these valuable artifacts for sale or trade. We're certain that either the stars themselves, looking to cash in on all that long-past hard work, or any one of a number of skate fans and groupies will pay dearly to possess these rare mementos. The thing that puzzles us, however, is when did Wally ever put in 157 hours?

#### FRONTIÈR JUSTICE DEPT.

At the typical skate contest these days some malicious miscreant, usually the lowest form of low life, snags somebody's stick. For a time now, a lot of us have been waiting for this low-down thief to be caught. Well, the other week in Gainesville, FL, the Sensation Basin Team Challenge, it happened. After being caught in the act, the little criminal's luck got even worse when announcer, Hunter Joslin, let the word out on the public address system. Without his ill-gotten gains the thief fled to his car and locked himself in while the park's entire populace surrounded it, offering reconstructive cosmetic surgery. After ten minutes of this highvoltage harassment, he was allowed to flee on four flat tires and missing his lights. Skate thefts are reportedly now at low ebb in the park.

#### SIDELIGHTS AT THE BIG "O"

By now, you've undoubtedly read elsewhere in this issue of the sanctioned goings-on at the Big "O" in Orange, CA. However, according to OTW's credo of giving you the most for the least (or something like that), we will now run down some aspects and occurrences that our more sober-sided brothers and sisters have overlooked. During the second stage smog alert and 110°-in-the-shade weather, Bad H's #4 went according to plan - despite some heat-induced boycotts and center-stage demonstration. The great thing about Hester's contests is that they're the places to see and be seen. (If the Skate Poll Banquet is skateboarding's senior prom, the Pro Bowl series must surely be our sockhops???) Don't dance myself, so back to business ... To this reporter, the weekend's highlight was hard-core Dogtowner, Jay Adams', successful effort at bumming money off a hard-core derelict. You must understand that this unfortunate fellow had been hitting up skating's most notable persons for hours when he encountered the dreaded Jay-boy. Within seconds, the wino had not only heard Adams' life story but had volunteered his hardearned cash in recognition of a superior line of dialogue. Hunter Joslin, announcer extraordinaire, endeared himself to the masses with his crowd callouts and his shameless promotion of Inouye's Pool Service. Come on, Hunter, how subtle is a sticker on the foot? Mag Publisher, Dave Dash, and Editor, B.G., arrived complete with their sophisticated camera support systems only to discover staff clickers. King James and Goodrich, literally laying down on the job. Our shooting stars promptly came to life and ran, motordrives blazing, into the heat of the noonday sun. There were no food fights at the Pepsi dinner, much to everyone's relief; but what did they expect with Wide-Track Mack vacationing in the Imperial Saki Factory? Mike Weed showed guts returning to skate after a morning stiching session on his eye. Weed, who broke his collarbone at the Newark Pro Bowl, continues to demonstrate his all-around prowess. David Dominy's movies of the preceeding Hester contests, La Costa and Freestyle at Oceanside were well recieved, exhibited considerable production value and, not surprisingly, ended with a shameless Tracker plug in blazing color. Gregg Ayres ran his reputation as a race driver into the ground when he managed to drive away from the Pepsi banquet and off an embankment. Luckily, pilot Ayres, co-pilot Rags and passengers Stacy Peralta and Tony Jetton were uninjured. After observing the car teetering on the edge of the cliff. Peralta offered this classic understatement: "I think you made a wrong turn." The local diners all cooperated to salvage Ayres' car. Rick Blackhart promptly covered up the decal on his prize G & S surfboard with a Tunnel sticker. Because the H H #4 lacked a sticker paste-up contest, many riders took to placing the gummed decals in appropriate places on the bodies of females present. Over-all winner, Steve Olson, was unable to pry his 10 prize \$100 bills out of the bullet-proof lexan shrine in which John Baron and Pepsi placed them. Scott Dunlap and Steve Alba demonstrated their heavy training program on Saturday night and managed to resurrect themselves on Sunday for the finals. Incidentally, if Dunlap ever bets that he'll jump into a pool with all his clothes on, you'd better believe him.

#### BLITZKREIGS AND SHORTER SUB-JECTS

Michael West and hard-riding Mojo Blue report that a Maddog poster and stickers were found on the walls of a Harlem tenement house. How's that for demographics?

Tony Alva himself has, in the meantime

since receiving the above news, placed himself directly in the heart of the European continent.

Steve "I'm not his brother" Alba is not riding for Alva Skates. To avoid any confusion, Steve's father has been advising his son on how to invest his prize monies.

Rodd Saunders has been observed wearing Steve Olson's clothes. Presumably, it was an act of homage.

The Charmichael-Darrin film crew is currently making a short featuring the illustrious T. Sims and his everexpanding band. The short — which will be the longest 35mm piece to date concentrates on single-element transportation vehicles, including single snow skis, freeboards, surfboards, etc. Sims arranged for a "locals only" screening aboard his new 50' Columbia sailboat and the general consensus was that the footage was radical. The sailcraft, incidentally, is the latest illogical extension of Tom's apparently insatiable craving for new skate talent. As Sims' associated, Tom Adler, put it, "It was the only thing we could find large enough for team trips." Meanwhile, Tom's amateur team continues to travel the Colorado circuit in their Snake-sticker-encrusted private plane. Sims was last seen skating in the Solar Bowl (which, in movie circles is known as Jane Fonda's pool) with new teammembers, Jay Adams, Gregg Ayres, Brad Bowman and Mike Folmer.

Underground media man, Lucas Boles, surfaced to show a couple of reels from his in-progress skate cine epic at the Grande Parade De Jazz in Nice, France. Boles was in town to record some tunes for his soundtrack. Musicians on tap for the festival included Lionel Hampton, Eddie Vinson, Dizzy Gillespie, Kai Winding, Shelly Manne, Eubie Blake, Memphis Slim, Buddy Guy and Junior Wells.

Heard the rumor that Dennis Martinez is a rep for HPG-Gullwing? Well it's true; and, as hard as it may be to believe, Dennis conducts his businesslike rap in his skating clothes. If his dialogue doesn't convince 'em, his skating will.

The Turning Point ramp, which is going to be the largest skate ramp in existence and features several design innovations, is being assembled at a secret site in the Florida Everglades. Since it's being crafted under the guidance of brothers, Kent and Scott Senatore, it figures to be intense.

Tom Stewart and Greg Allen (son of L A Rams coach, George) are making large-scale Rampages for possible inclusion in National Football League half-time shows. Stewart's dog, Emo, continues to astound all observers by attacking, fetching, shutting doors, speaking and wearing a helmet and

goggles - all on command.

Skate Ace, Chris Strople, in his "oneton truck" gave film star, Stan Dull, a little encouragement on the way to a photo session by repeatedly ramming into the back of the photographer's car. For good measure, Strople took out Jack on his way to dinner at The Box. Speaking of Dull, he is in full view, having his point sharpened in UFO's Jack Bodner's and Gary Beecher's exclusive film of the Long Beach contest. Viewers relate that Stan's performance is not one to be missed.

Those Badlands boys, Charlie Ransom, Curt Kimbel and Harvey Hawks, took off again in Steve Evan's station wagon. On their last outing to Colorado, Akron and points in between they managed to run up 20,000 miles on the odometer.

Back from an ankle injury, North County back-country man, Gunnar Haugo, has been blowing minds lately. A couple of his sessions at Vista have been to s.r.o. crowds. In keeping with his 'no b.s.' approach, Gunnar's been maintaining his low-profile at some remote reservoirs and low-key spherical elipses.

After being kicked out of every park in California, Nick "Flako" Vlako has begun hammering B's at Upland's famous watering hole, The Buffalo Inn. Could a showdown be coming between Vlako, Dead Eye and John Sullivan?

On a plane trip to Tennessee, Darren Ho enlightened the Southers to the finer points of da kine Island pidgin. The good ole boys reportedly didn't know what to say . . . or, maybe, they just didn't know what he was saying!

Recuperating in Hawaii after a severely lacerated thumb and totalled camera caused by "Darren Ho getting more rad than Pineapple and then Dennis Martinez getting more rad than Darren" is Jim Goodrich.

#### BUST OF THE MONTH DEPT.

After heavy collusion and bribery, we now publicly unveil Kryptonics' D. David Morin's secret first name. It's Dedeny (pronounced "Day-Dena"). In order to cover our actions, when you see D. David — oops, Dedeny, please don't tell him who told you.

#### TEST OF TIME UPDATE

Our latest speeding entries in the test of time challenge: Jay Adams, Greg Taie, Steve Cathey, Rick Blackhart, Jim Goodrich, Ruston Calisch and Phil Albright. David Dominy's up for this one, so look out, all frail-of-heart entries! King James and Doug Schneider have been holding their practice sessions on the freeway. James' most recent resulted in a rebate to the Indio P.D.

#### **QUOTATIONS OF THE MONTH**

Bill Bahne: "I have no ego."



Funny Foto

Jim Goodrich: "I need a rest more than a new camera."

And, on their new jobs,

Brian Gillogly: "I'm just not depraved enough to relate."

James Cassimus: "I'm worth a raise."

#### **CARS OF THE STARS**

M. Horowitz: Chopped and lowered 1978 Camaro.

David Dominy: Dino Ferrari.

Steve Olson: Porsche 911.
Tony Alva: King Cab Datsun.

Stacy Peralta: Champagne edition Dasher.

#### MS. STEAK'S DEPT.

Shriley proudly pointed out the following Steakisms which she slipped into the August SKATEBOARDER: Willow Skatepark, far from being closed, merely changed management; the park is now known as Pomona Pipe and Pool Company, located at 2455 N. Garey Ave. in Pomona, CA. They've added some new features, so stop by and check it out when travelling Badwards. The makers of Harbour 12-Lite boards are after Steak's throat for her ridiculous entry in the August Equipment Update stating that the weight of these sticks is 21+ lbs; obviously, though they make some pretty heavy products, that should have read 2.1 lbs. Come on, Shirley, be subtle!

#### FUNNY FOTOS DEPT.

Congrats to Logan's Denis Shufeldt for the ID on the grabber, Mike Hopper.

In reference to our furry one, Chris Blevins of Kenova, West Virginia, wins for spotting Gregg Ayres and his constant companion, Rags. Chris wins our usual assortment of thrilling prizes. Our last foolish quest has failed to net us a winner yet, so here's a hint: The fellow pictured is now vaquely related to Kanoa Surf. Come on, get on it! And now, ladies and gentlemen, for this month we offer this ridiculously easy eat out. First to correctly ID wins a Mellow Cat gift pack, SKATEBOARDER T-shirt and backpack. Send all entries to this column on picture postcards, please. See you slicks later. 3



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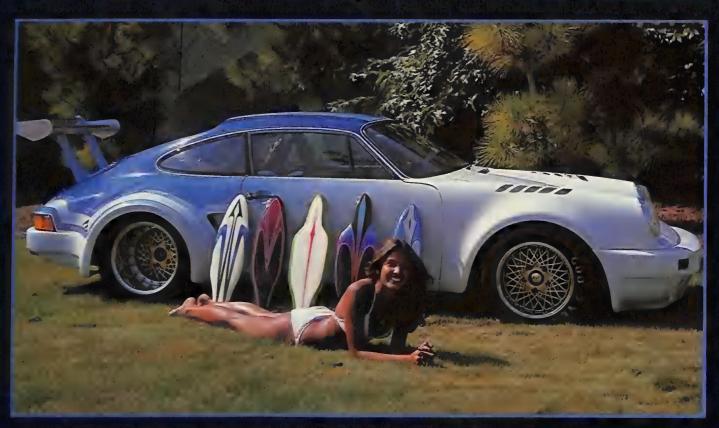
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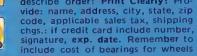
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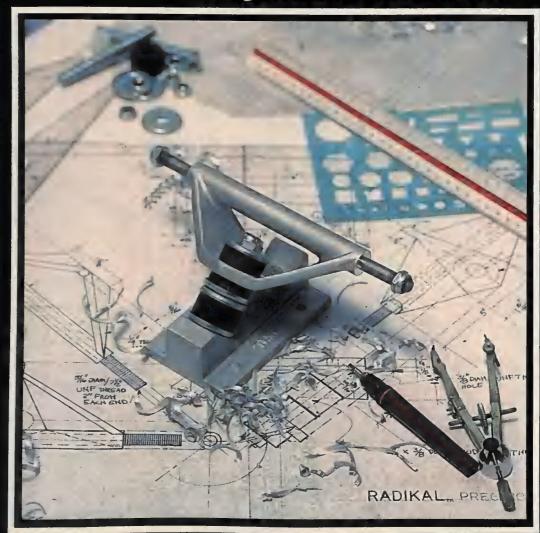
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IF NOT AVAILABLE IN YOUR STORE, PLEASE SEND MAIL ORDER
TO: LIP SLIDER INC., P.O. BOX 6075, ORANGE, CA 93.7

CASH, CERTIFIED CHECKS, AND MONEY ORDERS SHIPPED IMMEDIATELY.
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LIP SLIDER AT 6.50 EA.

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WHITE HOT ACS LITES STO EA.

3 thru 15) price for a pain See coupor for other \$10 truck and wheel options. Or add \$10 to any board

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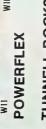
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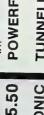
\$75.00 Sims Lonnie Toft 27" or 30", Sims Snakes, prec. brngs, mid tracks. 100.WEST ALAMEDA AVENUE, BURBANK, CALIFORNIA 91502 213/841-0300 AMPU







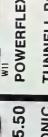














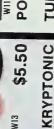
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An Ampul experience-

White Snakes (not shown) SIMS

AMPRO







115











P13 P11 P12 P20

P7

P17







#2











Every time you see this symbol you know it stands for quality: an all new truck that can take the toughest radical abuse, that's engineered for a superior new ride, and guaranteed against defects and breakage. So kiss your old trucks good-by and put an explosion under your feet ... Megatron™ Trucks.

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## SKATEBOARD PRODUCTS CORP.

PSP-3 SKATEBOARD KNEE PADS

### **EQUIPMENT AND ACCESSORIES**



PSP-0 PRECISION SEALED BEARING KIT (4)

T-10 FREE FORMER





PSP-2 FREE FORMER (EK-4) ELBOW PADS



PSP-4 FREE FORMER UNIVERSAL



PSP-5 RISER PADS (2) Y4" or Y2"



PSP-6 DECAL PACK (12)



PSP-8 SIMS GERMAN RACING BEARINGS (8)



PSP-9 FREE FORMER SLALOM CONES (6)



PSP-10 SKATEBOARD SAFETY GLOVES — LEATHER-PADDED

### **BLANKS**

KICKTAIL KICKTAIL B-48 LOGAN 39" MICKTAIL (BEYELED) S GBB PERALTA 28" KICKTALL A GBB PERALTA 27" KICKTALL SB GBS PERALTA 25" KICKTALL (LAM.) KICKTALI 30-A TUNNEL 26" KICKTAIL B TUNNEL 28" KICKTAIL EL "WALDO CLOUD" 27" K (NOT PICTURED) S "LONNIE TOFT MODEL" 27 A TY STIK 27" KICKTAIL (L.) A TY PABE 27" KICKTAIL ( GAS PERALTA WARP I GAS PERALTA WARP I S/MS 8/MS 8-12 L B-9A T B-9B T B-14 1

### **TRUCKS**

T-11 FREE FORMER SKATEPARK PRO

T-20 T-21 HALF-TRACKER MID-TRACKER

T-12 FREE TOUMER COMPETITION PRO

T-22 FULL-TRACKER

T-32 ACS 651 BEH

LAZAR SLALOM

### DEALERS AND SKATEPARKS: LARGE INVENTORIES IN STOCK FINISHED BOARDS



FB-1B TY PAGE 27" (LAM), FREE FORMER SKATEPARK PRO TRUCKS, PAGE PRO GOLD II

FB-3B SIMS 25", ACS 500 B&S, SIMS COMPS.



SIMS SUPERPLY 27", MIDTRACK W/PADS, SIMS SNAKES (GR. RED, WHITE)



FB-4B FREE FORMER SUPER PRO 27", ACS 580 SIMS SNAKES (GR, RED, WHITE)



FB-6B LOGAN 29", FULTRACKS W/PADS. SIMS COMPS.



W-13 POWER FLEX #5

W-2A FREE FORMER SUPER PRO II (WH, RED, BLUE)

W-10 G&S Y0-Y0 (WHITE)

W-14 KRIPTONICS 60 (RED, GR, BL.)

WHEELS



W-3
PAGE PRO GOLD II
(BLACK, WH, YELLOW)
W-4
ROAD RIDER
# 4

W-7 6&S Y0-Y0

(RED OR YELLOW)



W-16 KRIPTONICS 70 (RED, GR, BL.) W-15 KRIPTONICS UE (RED, GR, BL.)

PRICE TOTAL



T-31A ACS 580 B&S

T-40 T-41
BENNETT PRO LATAL FREESTYLE

FB-7B G&S (PERALTA) 27", ACS 651 B&G, G&S WONKERS (68 YELLOW OR ORANGE)



FB-5B TUNNEL WALDO CLOUD 27

FB-8B SIMS 27", BENNETT PROS, SIMS COMPS.



FB-9B G&S FIBREFLEX 27", FULTRACKS W/PADS, SIMS COMP II (GR. OR RED)



FB-10B SIMS TAPERKICK 27". BENNETT PROS, SIMS SNAKES (GR, RED, WHITE)



FB-11B LOGAN DURA-LITE 27" or 29", ACS 150 KRIPTONICS (65 gr)



FB-12B TUNNEL 28", MIDTRACKS W/PADS, TUNNEL ROCKS

QTY. MODEL

W-1 @ 6.95 ea.

W-2A @ 6.95 ea.

W-3 @ 6.95 ea

W-4 @ 6.45 ea

W-5A @ 7.45 ea

W-6A @ 6.45 ea.

W-8 @ 7.45 ea W-9 @ 7.45 ea

W-10 @ 6 95 ea

W-11 @ 6.45 ca

W-12 @ 7 45 ea W-13 @ 6 95 ea

W-14 @ 6.45 ea W-15 @ 6.95 ea

@ 6.45 ea.

PRICE TOTAL



FB-13B G&S (PERALTA WARP II) 27" ACS 580 B&S, YO-YO PROS (YELLOW)



FB-14B TY STIK 30", MIDTRACKS W/PADS, PAGE PRO GOLD !!

QTY, MODEL

B-14A @ 24.9

FB-2B FB-3B

FR-6B

FB-1B @ 63.4

FB-4B @ 62 45

FB-5B @ 79 95

FB-11B @ 66.95

FB-12B @ 64 95

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@ 74.9



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CARD NUMBER

BANKAMERICARD

EXP. DATE

W-16 @ 7 45 ea. T-10 @ 7.95 ea. NOTE:

IF A WHEEL OR A COMPLETED BOARD HAS A COLOR OR SIZE CHOICE PLEASE SPECIFY.

ALL WHEELS COME WITH PRECISION BEARINGS AND SPACER

OTY. MODEL PRICE TOTAL

T-12 @ 965 ea

T-20 @ 10 25 ea T-21 @ 10 45 ea

T-22 @ 10 45 ea

T-31 @ 545 ea

T-31A @ 6.95 ea

T-32 @ 7 45 ea

T-40 @ 8 75 ea

T-41 @ 6 95 ea

PSP-0 @ 3.75 (4

PSP-1 @ 6 95 PSP-2 @ 7 45 pt PSP-3 @ 4 95 pt

@ 8 95 ea.

NOTE: • ALL SIMS WHEELS COME WITH SIMS GERMAN RACING BEARINGS

POSTAGE AND HANDLING.
Complete skateboards — \$2.75\*
Four wheels or Trucks or Blanks — \$2.00\*
Safety equipment or accessories — \$1.00 CANADA AND PUERTO RICO ADD S1 00 TO

PRICE TOTAL OTY, MODEL PRICE TOTAL

@ 4.95 (12)

PSP-8 @ 11.95 (8)

POP-10 @ 6 95 p

@ 18.45

@ 21 45 @ 21.95

@ 21 9

@ 18 45 @ 19 45

B-6B @ 18 95

B-7 @ 24.95

B-8A @ 29 95

8-9A @ 17.95

B-9B @ 18 9

B-10B @ 23.95

B-12A @ 25

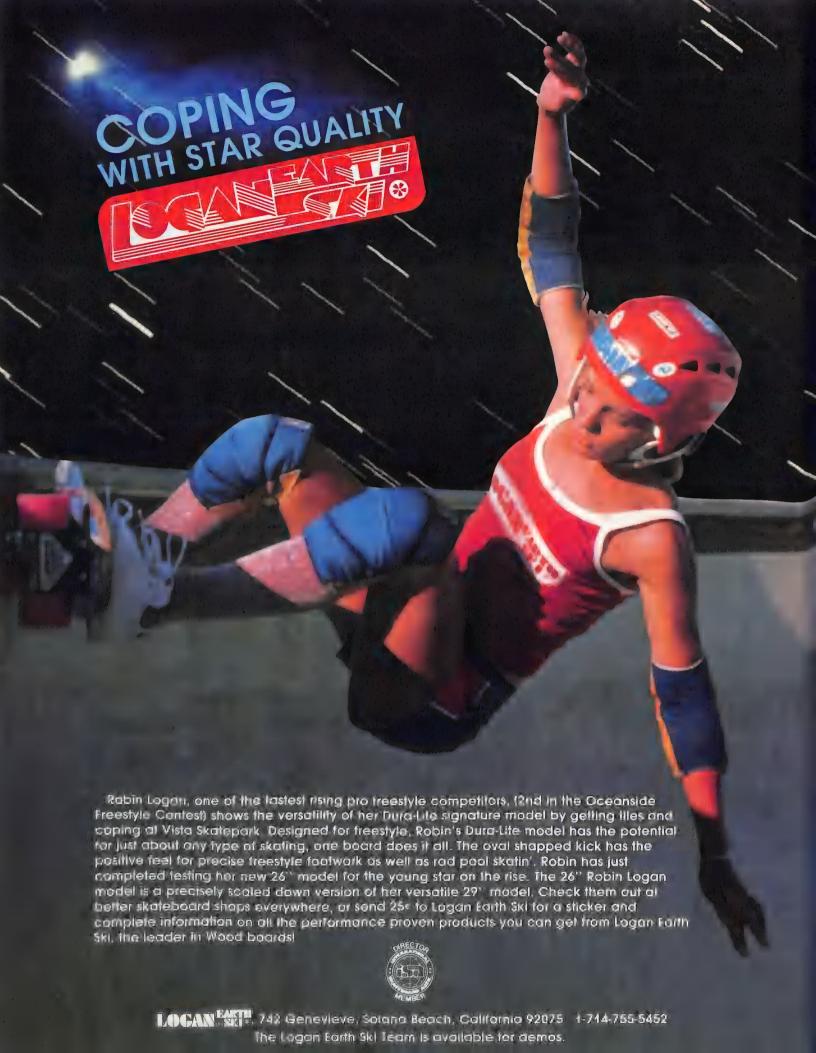
B-12B @ 26 95 B-13 @ 27 95

B-13A @ 29 95

ABOVE
ALL OTHER FOREIGN ADD \$5.00 TO ABOVE
NOTE: WE ACCEPT PHONE ORDERS OVER
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Total Calif. + 6%. Postage

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THE LAZER 8" TRUCK JOINS OUR EXISTING LINE OF QUALITY TRUCKS!

### VV G **URETHANE CUSHIONS**

- € FINALLY THE TO THE TO THE SEMENT
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- HAND POURED BLUE URETHANE FOR A STABLE RIDE
   4 QUSHIONS, 4 QUP WASHERS AND 2
- 4 CUSHIONS 4 OUP WASHERS AND 2 STABILAZER DECALS
   SEND \$2,50 ADD 504 FOLLER: 1 CLASS SHIPPING (CALIF "LSHILL")
   ADD 6 SALES TAX1 "FE SHIP ORDERS ADD \$2.00



21/1" HANGER . 51/2" AXLE



314" HANGER . 6W" AXLE



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What you see above is the TURNINGPOINT AERIAL MODEL, made of the finest 5 ply Rock Hard Maple. It comes in both 27" and 30" models. Just fill out the form below, and become part of the FUTURE.

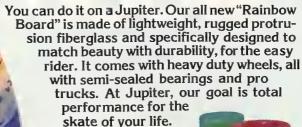
Г	SEND ME THE T.P. AERIAL MODEL	
	(INDICATE SIZE AND QUANTITY OF EACH.)	
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mulated, hand poured urethanes to soak up the roughest surfaces with maximum traction—featuring precision sealed bearings for the smoothest ride ever.



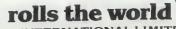
and aluminum bodies, featuring single-axis design, action rubber bushings, heavy duty axles, all to give you greater response in steering and control.

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Here's-what you've been waiting for—the Jupiter XJR 1000 Pro Line. From 5 to 7 layer laminated hardwoods to show laminates of almond, mahogany, castiano, and rosewood or our sleek, indestructible aluminum for the hard rider. Blank or fully equipped with Jupiter trucks and wheels, you won't find a better ride in town.

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## WE NEVER WOOD



Notice anything similar about boards today? It seems like everyone offers a laminated wood board. Sure, they come in hundreds of templates and some offer extras like wheel wells or fancy graphics. But they're all wood. Now don't get us wrong, a well made wood board is a good piece of equipment. It's easy to make and inexpensive.

When we decided to design a skateboard we approached things differently. We alan't worry about the cost of producing the board. Strength and performance come first. For starters, we wrapped a lightweight foom core with fiberglass, then to protect it we developed a unique urethane bumber system that completely surrounds the board. Thicker sections in the tip and tail combined with a special urethane formulation absorb incredible impact. For additional protection we covered the bottom with P-TEX, the same material used on ski bases. The top is rail to rail grip tape, the best money can buy We even throw in the hardware for mounting your trucks and to top things off every board has a serial number so we know exactly when and how it was made. made.

A full line of decks will soon be available. All light, wide and strong. When your ready to pay the price for high performance and advanced technology don't settle for second best. We never would we're Kryptonics.



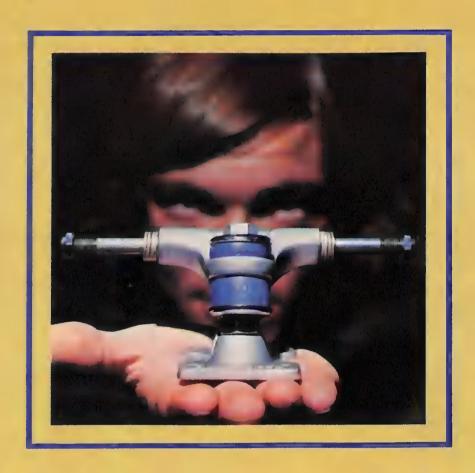
keep safety in mind – Check your equipment before skating KRYPTONICS, INC. 5660 Central Avenue, Boulder, CO 80301 (303) 447-9512

### EXTRA



Ross Buck, primary innovator and, still, foremost practitioner of the tub-tap. By accounts, Ross, well-known for his total backyard insanity, is currently hard at work on a bert in the birdbath and an off-the-lip in the spitoon. To increase the difficulty factor, Ross will be wearing a custom fit straight-jacket during all future stunts. We at SKATEBOARDER salute his spirit and efforts. We can relate.

### HITCHEOCK



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Skitch's approach to load distribution yields longer wear of the pivot pin and cup. We could go on for hours giving you all the technical data which provides all the superiority of the Hitchcock truck, but like Skitch says, "all that really matters is that the truck works out".

Find it at progressive pro shops everywhere. It's the only truck designed and built by a world class pro skater and it rides like it.

Find out for yourself.

RAMPAGE has been on top of the ramp scene since the first lofty tracks were explored. We at RAMPAGE have put a lot of time and energy into the ramp-riding concept (see "On the Rampage", SKATEBOARD, Oct. 77, Vol. 4 No. 3) and now feet confident in bringing the results to you. We offer a simple, do-it-yourself design package for one of three not RAMPAGE ramps. Included in the package is the critical curvature template which gives you the most desirable transition for your skating, surface, and blueprints rendering Tom Stewart's ramp designs in easy to read form to make it easy yet exact to build your own RAMPAGE. You also receive a full materials list with each ramp plan package. Now you can have your own RAMPAGE ramp to expand your abilities with unlimited time, and no crowds....maybe. Be the first in your area to build your own RAMPAGE. Start a team, have a contest, the possibilities are in your own hands. There's no hassle with OFF LIMITS skate terrain because you build RAMPAGE where you want it. We make it easy and inexpensive to build a professional-style skating surface. So go with a proven winner - after all, there is a little RAMPAGE in all of us,

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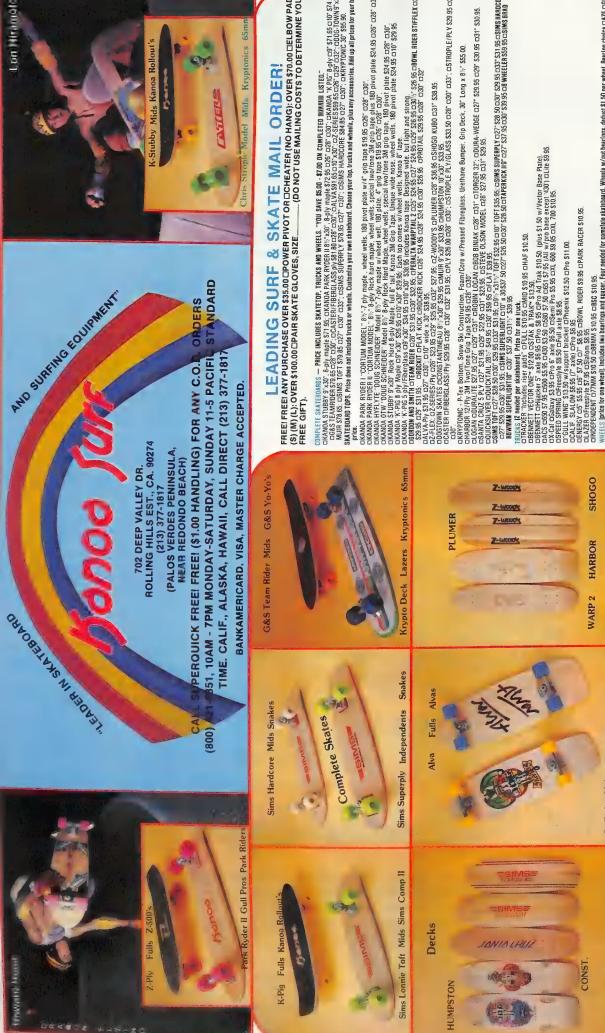
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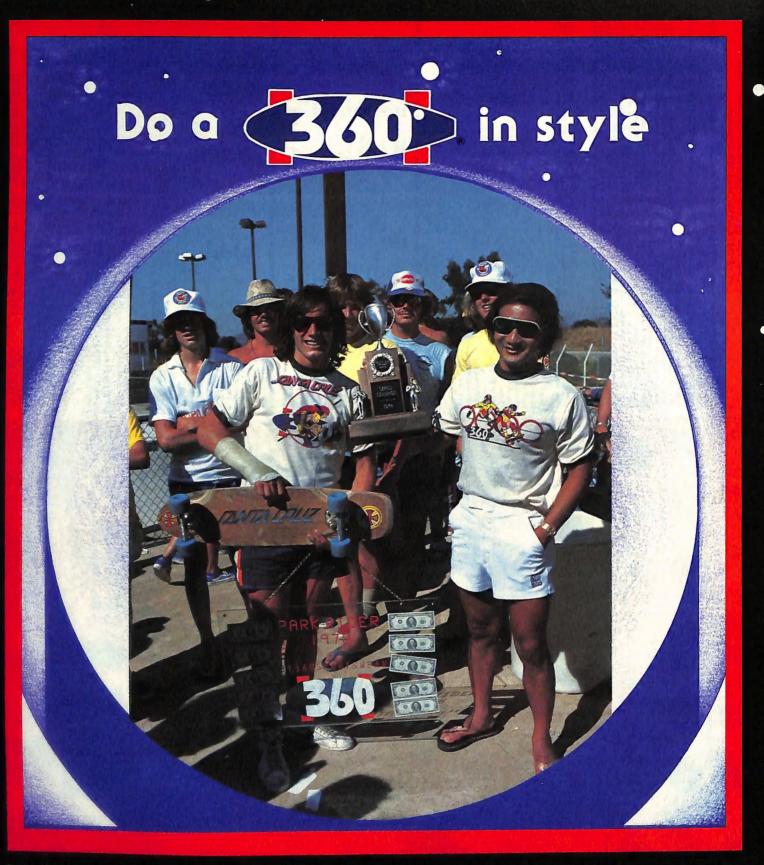
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State State Expiration O	\$1.00 Optional Mailing Insurance \$	TOTAL	plus mailing costs 5.		6% Calif. Ta	ax S
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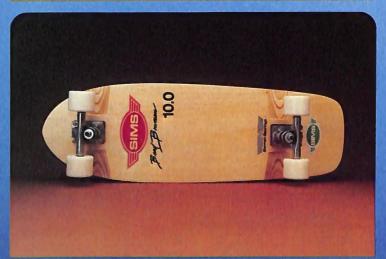


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